

Chapter 4 - Comments and Coordination

Local Citizens

Al Adragna	Joe Masters
Dolores Ali, MD	Glorianne Naughton
Joanne Bean	Michael Naughton
Laura Berg	Jan Ogren
Glen and Nancy Brown	Colette Owens
Chris Canterbury	Lucia Picard
Judith Carico	Carol Pigeon
Gloria Chao	Kathleen Qualset
Lynne Conde	Howard and Gloria Rapp
Jeremy Donley	Neal Rhorer
Eunice Edgington	Evelyn and Roy Schneckloth
Linda Eling	Barbara Shaw
Rodney A. Estes	Rashmi Singh
K. Garoutte	Roger and Kathleen Slagle
Jane Ginni	Daniel Smith
A.F. Hakel	Diana Smith
Thomas Krebsbach	Mildred Smith
Ken and Linda Lamb	Connie Sultana
Dan Lezzeni	Christopher Wash
Nadja Lindsey	Dean Watson
Laurie Lippin, Ph.D.	Neil Way

Local, State and Federal Agencies

National Oceanic and Atmospheric Administration	City of Rohnert Park, Sonoma County
United States Fish and Wildlife Service	Public Utilities Commission

4.0 Introduction

The Wilfred Avenue Interchange Project has been part of a long-term planning process that is well documented in the 2000 Regional Transportation Plan, the City of Rohnert Park General Plan, and the Sonoma County Transportation Plan.

Caltrans is going forward to approve the HOV widening of Route 101 as described in the Wilfred Avenue Interchange Project Initial Study/Environmental Assessment (IS/EA), as it would benefit the public in the form of reduced delays during AM/PM peak travel periods.

4.1 Comments Concerning Wilfred Avenue/Golf Course Drive Punch Through

The project footprint has been reduced since the release of the IS/EA. The project would still improve access to and from Route 101 but would not encroach upon the 3-way intersection at Roberts Lake Road, Commerce Boulevard, and Golf Course Drive. This change is mainly attributable to safety concerns at the at-grade railroad crossing raised by the proposed double-tracking of the rail line by the Sonoma-Marín Area Rail Transit (SMART). However, other viable project features such as the punch through and the closing of Commerce Boulevard just north of the punch through are being retained.

Concurrent with the release of the IS/EA, there has been local controversy regarding the National Indian Gaming Commission (NIGC) Casino proposed to be located at Wilfred Avenue and Stony Point Road, approximately one mile west of the Wilfred Avenue Interchange Project. Many Golf Course Drive area residents expressed opposition to the “punch through” feature of the project, believing that it would invite casino-related traffic through their neighborhood. We are sympathetic to residents’ concerns; however, the purpose and the result of the project would not be to facilitate potential casino traffic through the residential area east of the project.

- 1) The punch through feature of the project is shown on the City’s General Plan and would be needed regardless of the proposed casino in order to eliminate the circuitous movement of westbound traffic from the Golf Course Drive area to Route 101.

- 2) Preliminary traffic data, which is being generated for the City's General Plan Amendment, shows that the 2020 traffic in the project area is within 5-10% of the traffic numbers shown by Caltrans in this document. The data include potential traffic generated by the proposed casino. There would only be an incremental increase to traffic at the Golf Course Drive/Roberts Lake Road Intersection.
- 3) Joining Golf Course Drive and Wilfred Avenue via the punch through would not create a new movement. It would in fact take the place of the existing Golf Course Drive/Wilfred Avenue link via Commerce Boulevard, which extends underneath Route 101 to Redwood Drive. This portion will be closed after the Wilfred Avenue Interchange Project is complete.
- 4) Although the Rohnert Park General Plan identifies Golf Course Drive as a major arterial, this in no way designates Golf Course as a preferred route to the Casino, according to Ron Bendorff, Rohnert Park Senior Planner. If the casino project is approved, according to Ron Bendorff, Senior Planner, the city will recommend that casino traffic utilize Route 101 rather than local streets. The route that will most likely be advertised will be the Rohnert Park Expressway exit, heading west toward Stony Point Road.

4.2 Comments on Cumulative Impacts

Cumulative impacts assessments review projects that may impact the same resources to determine whether together they may cause a significant impact under CEQA and NEPA. The availability of information for the list of projects in Table B-1, page 70 of the IS/EA, is dependent upon the public record, e.g. Notices of Intent (to prepare an Environmental Impact Statement) or Notices of Preparation (to indicate that an Environmental Impact Report may be forthcoming). Unfortunately, little can be known about site plans or specific environmental impacts until these reports are in the public record.

During the comment period, we received several comments asking Caltrans to include the NIGC Casino within the scope of the Wilfred Avenue Interchange Project IS/EA. Consistent with CEQA and NEPA, Caltrans disclosed a list of past, present and foreseeable future projects in the vicinity both within and outside the agency's authority. As we have stated before, there is no interdependency between the NIGC and our

proposed project; they are separate actions. Caltrans also received requests to wait for the environmental document of the proposed NIGC Casino before proceeding with the Wilfred Avenue Interchange Project. Because there is an immediate need for our project, we cannot delay our project delivery. In accordance with the requirements of CEQA and NEPA, we are working with the City and the casino developers to include the most up to date information reasonably available in our cumulative impact analysis. Agencies and project sponsors must always function under dynamic conditions where projects proceed at different stages with different purposes and needs in the same vicinity.

While Caltrans does not have approval authority over local projects, like the NIGC Casino, we do want to be a good partner with the City of Rohnert Park and its citizens. Therefore, Caltrans will share all of the comments received with the City Council, requesting that they be made part of the city's public record.

4.3 Opportunities for Public Comment

Caltrans held an open house/map display public meeting on August 5, 2004. Caltrans project personnel representing Public Affairs, Environmental Planning, Biology, Project Management, Design, Highway Operations, Air Quality, Noise and Vibration, Aesthetics, Sonoma County Transportation Authority, City of Rohnert Park were available to answer questions regarding the project. In addition, Caltrans provided materials for the public to write their comments. A court reporter was also provided for recording public comments. The comments received at the meeting and during the public comment period are in Section 3.0 of this volume.

The project has also discussed at several publically held meetings. Following are brief summaries of these meetings. Meeting proceedings can also be reviewed on VHS tapes, available at the Sonoma County Public Library (Rohnert Park Community Library), 6250 Lynne Conde Way, or at the city of Rohnert Park Public Works Department, 6750 Commerce Boulevard.

Rohnert Park City Council Meeting on November 12, 2003. At this meeting Caltrans asked the Rohnert Park City Council to make a recommendation between two alternatives, 2A and 2B. The second alternative 2B, adds a collector-distributor road to

2A. The cost difference was about \$1 million. The need for coordination between construction of the Wilfred Avenue Interchange Project and the Sonoma-Marin Area Rail Transit (SMART) was discussed as these projects are in close proximity. It was also noted that the Wilfred Avenue Interchange Project is a critical project. It was noted that SMART would be presenting at the following City Council meeting regarding rail station siting in Rohnert Park. A question was asked from the public regarding what provisions have been made for a bike path. Caltrans indicated that bicyclists would be able to use the Wilfred Avenue/

Golf Course Drive shoulder through the punch through. A SMART-approved bike path through Rohnert Park and Cotati along the railroad corridor was discussed by the City Council. It was also noted that Caltrans, SMART and Rohnert Park are coordinating. After this discussion the Rohnert Park City Council unanimously adopted Alternative 2B. See Section 2.4.2 of the Wilfred Avenue Interchange IS/EA for a discussion of bicycle and pedestrian facilities. Also, there is a diagram showing the bike lanes proposed in the Rohnert Park General Plan and the bike access along the shoulder of the Golf Course Drive/Wilfred Avenue punch through.

Rohnert Park City Council on July 13, 2004. Comments received included a request that all designs discussed or shown to the City Council be shown to the public and that each resident in the Golf Course area be notified in writing regarding hearings. A request was also made to include the casino project in the Wilfred Avenue environmental document. Reference was made to the city losing state money for the project by taking money from the casino sponsors. Suzanne Wilford, Executive Director of the Sonoma County Transportation Authority (SCTA) was asked if the city would lose money. She stated that the project is funded 100% by the State, but construction has been delayed from 06/07 to 08/09. The \$40 million could be used on another project in 08/09 if construction were accelerated. She also noted that Caltrans has no data on the casino to include in the environmental document.

Sonoma County Transportation Authority (SCTA) Meeting on October 11, 2004.

Rohnert Park City Councilmember Vidak-Martinez said that she didn't think the current

alternative is effective for the Rohnert Park Community. Stating she had heard from several people who attended the Caltrans public meeting who are not happy, she urged Caltrans to come up with other alternatives.

Rohnert Park City Council on January 11, 2005. Carl Leivo, Rohnert Park City Manager, introduced the topic of the Wilfred Avenue Interchange Project. Based upon comments received on the IS/EA, Caltrans proposed changes to the scope of the project. Caltrans has asked to discuss the following features with the City of Rohnert Park:

- Roberts Lake Road/Commerce Boulevard intersection near the at grade railroad crossing
- Use of a single traffic signal controller (pre-emption strategy for railroad crossing)
- The Commerce Blvd. Class I Bike Path that runs parallel to Commerce Boulevard

Representing Caltrans' Project Management, Ray Akkawi noted that meetings with the Public Utilities Commission in 2000 did not indicate any concerns with the Wilfred Avenue Interchange Project. However, the SMART project was not anticipated at that time. SMART is currently preparing an environmental document for double tracking the rail line for commuter and freight rail service from Cloverdale to San Rafael.

Consequently, Caltrans' proposal for a 4-way intersection with the at-grade crossing is now raising safety concerns. Caltrans explored the possibility of a grade separation over the railroad; however, this would require a longer overhead structure, which is not geometrically feasible. Therefore, Caltrans has revised its design to realign Commerce Boulevard. Council member Vidak-Martinez asked what the additional cost of the revised project would be. Ray stated \$2 million. Council member Stratten asked about the potential impacts to Levels of Service (LOS)¹ and queueing. Ray said Caltrans did a revised Operational Study, which indicated that widening Commerce Boulevard and Roberts Lake Road and Wilfred Avenue/Golf Course Drive in the interchange area would enable the intersections to operate at LOS C/D.

¹ Refer to Intersection Operations of Section 2.4.3 for discussion of LOS.

Vidak-Martinez asked whether Caltrans took into consideration the Northwest Specific Plan and/or the Casino. To Caltrans knowledge an environmental document for this plan does not exist in the public record. Caltrans has met its obligations to conform with the general plan. The downscoped version of the Wilfred Avenue Interchange Project would also conform to the general plan.

Anything that comes after our project must take into consideration previously-approved projects, but we will be informed through the CEQA process when the casino's environmental document and other projects' information becomes available. A motion was made to continue discussion at the Special Session on January 19, 2005. Additional public comments were presented requesting that Golf Course Drive residents be a part of project decision.

Rohnert Park City Council Special Session on January 19, 2005. Darrin Jenkins, City Engineer, said the City has asked Caltrans to evaluate the possibility of keeping the Commerce Boulevard to Redwood Drive connection open. It was noted by the Caltrans Project Manager, Rey Centeno, that maintaining the connection between Commerce Boulevard and Redwood Drive would require a longer overhead structure as SMART is likely to propose double tracking for its rail line. Carl Leivo said widening Golf Course Drive and Roberts Lake Road on the other side of the railroad is not an issue to the PUC, so Caltrans is pursuing widening to maintain conformity with the General Plan in terms of LOS. This would include widening Wilfred Avenue/Golf Course Drive and Roberts Lake Road up to where these streets intersect and conform thereafter to their local configurations. The widening would accommodate an additional left turn lane onto Roberts Lake Road. In addition, Commerce Boulevard would be realigned to meet Wilfred Avenue/Golf Course Drive just east of the punch through. The new configurations would allow for LOS C/D. Zack Matley with Whitlock & Weinberger, a consultant conducting the traffic studies for the General Plan Amendments, was asked regarding preliminary information for the Northwest Specific Plan Area. The studies analyze up to year 2020 and the SCTA model being used includes the proposed Casino, whereas Caltrans' model is based on the general plan. Zack Matley indicated that the

preliminary traffic numbers are within 5% to 10% of Caltrans' numbers, so they don't anticipate a doubling of traffic after the casino project. There would be an incremental increase to traffic with the casino project. Vidak-Martinez asked whether there would be a rush period. Zack said casinos don't experience an AM/PM rush. The Wilfred Interchange is being designed for peak flow. Rey Centeno said there would be LOS C/D, while Zack Matley said there may be LOS E with the casino project.

Vidak-Martinez said there is so much concern from east side residents that signage should be provided to keep the west side (commercial) traffic from going through the eastern residential side of the city. Darrin Jenkins said that the City will work with Caltrans staff regarding signage.



April 28, 2005

Yader Bermudez
District Division Chief
California Department of Transportation
P.O. Box 23660
Oakland, CA 94623

Jake Mackenzie
Mayor

Vicki Vidak-Martinez
Vice-Mayor

Armando F. Flores
Councilmember

Tim Smith
Councilmember

Amie L. Spradlin
Councilmember

Carl Eric Leivo
City Manager

Steve Donley
Assistant City Manager

Judy Haufl
City Clerk

Michelle Kenyon
City Attorney

Gabrielle Whelan
Assistant City Attorney

Dear Mr. Bermudez:

I understand the comment period for the environmental review on the Wilfred Ave/Golf Course Dr Interchange Project has expired. Your staff has asked that the City of Rohnert Park document via letter its understanding of the project.

As a result of the environmental review process and to address the comments received following the August 5, 2004 Open House/Map Display held in the Sonoma County Library, Caltrans has proposed certain revisions in the interchange design. The proposed project changes were presented to the Rohnert Park City Council at a regular meeting on January 11, 2005 and also in the special City Council meeting held on January 19, 2005.

The proposed design change as presented eliminates the realignment and direct connection of Roberts Lake Road with Commerce Boulevard. The California Public Utilities Commission raised safety concerns with the intersection of these streets with Golf Course Drive and the railroad tracks. These concerns can be avoided by retaining the existing alignments of Roberts Lake Road and Commerce Boulevard. Golf Course Drive, Roberts Lake Road, and Commerce Boulevard will all be widened to provide more efficient traffic operations. At the January 19, 2005 meeting, the City Council concurred with Caltrans' proposed changes and the revised proposed project, including the direct connection between Wilfred Avenue and Golf Course Drive underneath the Highway 101 overpass.

The City Council asked Caltrans to investigate the feasibility of retaining the Commerce Boulevard connection to Redwood Drive underneath the existing railroad overpass and to determine if it would help disperse local traffic and reduce traffic congestion at the interchange. The City Council was informed by Caltrans during their presentation that if it is determined to be feasible, the structure over the railroad tracks would need to be longer than originally proposed and that could increase its cost.

The City understands the project will construct a 15-foot pedestrian/bicycle path (8' shoulder and 7' sidewalk) on each side of Golf Course Drive underneath the Highway 101 overpass to provide pedestrian and bicycle access through the interchange.

Although it was not discussed at either City Council meeting, city staff understands that the interchange construction will temporarily disrupt and impact vehicular, bicycle, and pedestrian traffic in the area. The traffic will need to be detoured during construction. In particular, the Commerce Blvd. Class I Bike Path may need to be temporarily closed during construction of the on and off ramps to

Commerce Boulevard. In the interest of safety, bicycle and pedestrian traffic would need to be directed to use the east side of Commerce Boulevard.

City staff also is aware of and understands the need to eliminate a portion of the on-street parking on Roberts Lake Road to provide more traffic capacity and to improve safety. Caltrans will construct replacement parking in the expanded adjacent park-and-ride lot.

Thank you for sending your very capable staff to the City Council meetings. Ray Akawi, Rey Centeno, Jonathan Lee, and Rodney Noda were particularly helpful.

Sincerely,



Darrin Jenkins, PE
City Engineer

Cc: City Council
City Manager
Rey Centeno, Project Manager (Caltrans)
Suzanne Wilford, Sonoma County Transportation Authority (SCTA)

Caltrans
Attn: Robert Gross
Office of Environmental Analysis
P.O. Box 23660
Mail Station 6D
Oakland, CA 94623
Date: July 30, 2004

RECEIVED

AUG 04 2004

OFFICE OF ENVIRON/ANALYSIS

Re: Wilfred Avenue Interchange Project also referred to as The Wilfred Avenue/Golf Course Drive Interchange Project.

Dear Mr. Gross,

I respectfully request that following concerns be addressed regarding this project. Please respond to these concerns in writing and please send any minutes of any meetings regarding these concerns to my address below.

My name is Barbara Shaw and I live at 917 Hacienda Circle. My home is (ON) (BACKS UP TO) Golf Course Drive.

- 1) My concerns are because of my proximity to Golf Course Drive, considerable traffic impacts from a proposed casino on Wilfred Avenue, and the fact that this interchange design creates a corridor from the entrance to the proposed casino on Wilfred Avenue down Golf Course Drive through to Petaluma Hill Road (via Snyder Lane). The concerns too are based on traffic and related problems on 'neighborhood' access streets (like Golf Course Drive) in other parts of California where casinos, on the borders of communities, create monumental traffic problems
- 2) The proposed casino needs to be considered in the IS/EA as a probable future project that has an incremental effect that is cumulative and considerable (this is a criteria in CEQA Guidelines even if the project is outside the control of the agency).
- 3) There needs to be an interchange design that does not create a corridor from the casino entrance down through Golf Course Drive. Other designs were made available to our city manager. Those designs need to be made public.
- 4) Air pollution would be significantly increased from casino vehicles such as brinks style trucks, service vehicles, casino tour buses, shuttles and autos on this Golf Course Drive corridor 24 hours a day 7 days a week (24/7).
- 5) Diesel fuel exhaust and particulates would cover pool water at Honeybee Park and neighborhood pools.
- 6) Vibrations from casino tour buses and brinks trucks would severely affect our quality of life 24/7.
- 7) Trash from casino traffic would litter and pollute our public parks, yards and streets.
- 8) Danger to pedestrians from increased casino traffic and traffic noise would impede mobility to stores and bus stops, particularly for the disabled.
- 9) Traffic noise from diesel engines would affect our quality of life 24/7.

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OVER→

Thank You

RP urges state to approve casino compact

But attorney says EIS should be approved first

By Jud Snyder

Both Rohnert Park Mayor Greg Nordin and City Manager Carl Leivo made a trip to Sacramento Friday July 23, to talk to Peter Siggins, legal affairs secretary to Governor Arnold Schwarzenegger. Subject of conversation was the Tribal-State Gaming Compact with the Federated Indians of Graton Rancheria (FIGR). This is a necessary step before any casino can be built on Stony Point Road near Rohnert Park.

Siggins asked Nordin and Leivo what the state can do to "help the community." Nordin replied in a letter to Siggins, "The only pressing need in Rohnert Park and

Sonoma County that could not be fully addressed in the Memorandum of Understanding (MOU), was U.S. Highway 101 and the Wilfred/Golf Course interchange."

Focus of discussion is whether the compact should be approved now or wait until a federal Environmental Impact Statement (EIS) is completed.

Attorney David Kolkey of the San Francisco law firm, Gibson, Dunn & Crutcher, told Nordin he should "wait until the EIS is done and then we'll negotiate the compact." Kolkey is the lead attorney in compacts between tribes and the state.

Nordin said in his letter to Siggins, "It would be a mistake to wait for the EIS prior to negotiating with the FIGR regarding funds to improve Highway 101." Nordin contended, "The EIS could well show that the resort hotel/casino complex does not significantly contribute to a reduction in the Level Of Service (LOS) on U.S. Highway 101. Traffic to and from the resort hotel/casino complex will be dispersed among four different routes ... (and) typically occurs at off-peak times during the day."

Both Nordin and Leivo sent letters July 14 and 15 to Kolkey

PLEASE READ

Friday July 30, 2004

2 sections 22 pages

Volume 12, Issue No. 26

Rohnert Park, Cotati & Penngrove

The Community Voice

Casino talks

(continued from page 1)

expressing their views on the casino project and the MOU.

In his July 23 letter, Nordin told Siggins that the MOU "provides that the Tribe will prepare a full Environmental Impact Statement ... (and) requires that the EIS be completed prior to the Tribe submitting an application to take the lands into trust."

But later he said "it would be a mistake" to wait for the EIS completion. Nordin based this contention on saying "CalTrans has allocated funds for the project," but, "the project has been delayed because Governor (Gray) Davis borrowed funds from the Transportation Trust Fund. Perhaps the Tribe could help with the cash flow problem."

All three letters to Siggins and Kolkey pointed out terms of the \$200 million over 20 years FIGR has pledged to Rohnert Park.

"There exists many viewpoints regarding the FIGR project among our citizens," Nordin told Siggins. "Please consider the middle-of-the-road and practical position of the duly elected representatives of the Rohnert Park community. Let me assure you that there exists a large portion of our citizens that supports the project, recognize the Tribe's right to self-determination, and think that the City Council did the right thing to enter into an MOU with the FIGR."

"We have begun building a strong government to government relationship between the Tribe and the City," added Nordin. "We also believe strongly that we need to receive funds to help us mitigate any impacts. With our MOU, we reached the right balance."

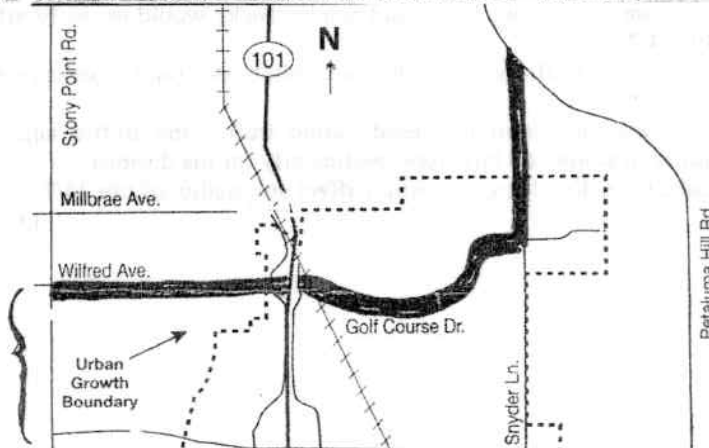
Nordin also mentioned the court decisions saying the MOU was not subject to CEQA rules, and the MOU was an administrative act and not subject to a referendum. He also cited the U.S. Army Corp of Engineers conclusion "that there was no evidence of hazardous materials left over from a Naval Air Station despite the allegations of casino opponents."

He did not mention the August 24 city council recall election against Vice-Mayor Annie Spradlin and Councilman Armando Flores. City Manager Carl Leivo in a July 15 letter to Kolkey, touched on the groundwater availability controversy and the casino/hotel project.

"There exists ample groundwater recharging groundwater supplies in the area to serve the City, Resort hotel/casino project and surrounding property owners," said Leivo.

Leivo also said the traffic problems are paramount on U.S. Highway 101 and the Wilfred/Golf Course interchange. "I fear it would be a mistake to wait for the EIS prior to negotiating with the FIGR regarding funds to improve Highway 101 ... We urge you to talk with the FIGR regarding funds for U.S. Highway 101 sooner rather than later."

Proposed Casino Site



Copies of Letter No. 1 were also submitted by the following:

Laura Berg
4576 Hillview Ct.
Rohnert Park, CA 94928

Glen & Nancy Brown
450 Floral Way
Rohnert Park, Ca 94928

Chris Canterbury
4513 Heath Circle
Rohnert Park, CA 94928

Gloria Chao
1208 Hailey Ct.
Rohnert Park, CA 94928

Linda Eling
1188 Hailey Ct.
Rohnert Park, CA 94928

K. Garoutte
1007 Golf Course Drive
Rohnert Park, CA 94928

A.F. Hakel
882 Santa Dorotea Circle
Rohnert Park, CA 94928

Thomas Krebsbach
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Rohnert Park, CA 94928

Dan Lezzeni
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Rohnert Park, CA 94928

Nadja Lindsey
4500 Harmony Place
Rohnert Park, CA 94928

Joe Masters
434 Floral Way
Rohnert Park, CA 94928

Colette Owens
615 Hudis Street
Rohnert Park, CA 94928

Lucia Picard
141 Francis Circle
Rohnert Park, CA 94928

Carol Pigeon
999 Hacienda Circle
Rohnert Park, CA 94928

Howard & Gloria Rapp
4460 Fairway Drive
Rohnert Park, CA 94928

Neal Rhorer
4524 Harmony Place
Rohnert Park, CA 94928

Rashmi Singh
5580 Daniel Drive
Rohnert Park, CA 94928

Mildred Smith
4995 Filament Court
Rohnert Park, CA 94928

Christopher Wach
912 Hacienda Circle
Rohnert Park, CA 94928

Dean Watson
928 Hudis Street
Rohnert Park, CA 94928

Letter No. 2	Letter No. 2, pg. 1	Comment No.
<p>RECEIVED AUG 17 2004</p> <p>Comments Document</p> <p>For</p> <p>Wilfred Avenue</p> <p>Interchange Project</p> <p>Prepared by Linda M. Long 944 Helene Court Rohnert Park, California (707) 584 1098</p> <p>Section 1</p> <p><i>Received from Linda M. Long 8/17/04 11:24 -Michael Rosen</i></p>	<p>To: Caltrans Attn: Robert Gross Office of Environmental Analysis Mail Station 6D Oakland, CA 94623</p> <p>From: Linda M. Long 944 Helene Court Rohnert Park, CA 94928 Date: August 3, 2004</p> <p>Re: Wilfred Avenue Interchange Project, also referred to as The Wilfred Avenue/Golf Course Drive Interchange Project Initial Study (CEQA)/Environmental Assessment (NEPA); Initial Study/Environmental Assessment.</p> <p>Dear Mr. Gross,</p> <p>I respectfully request that the following concerns, questions, statements and comments be addressed regarding this project and the Wilfred Avenue Interchange Project Document. Please respond in writing and please send any minutes of any meetings (past, present and future) regarding the concerns, questions, statements and comments and regarding any past, present or future action related to this project.</p> <ol style="list-style-type: none"> 1) My concerns for this assessment are born out of the fact that for 21 years I have lived, with my family, on a street that backs up to Golf Course Drive. 2) We have a special needs son David Long who, for the first time in his 29 years, is able to live independently. He lives on Golf Course Drive and crosses Golf Course Drive frequently to get to our home. 3) The current project design would create a corridor from Wilfred Avenue progressing under the freeway east down Golf Course Drive through to Petaluma Hill Road (via Snyder Lane). Petaluma Hill Road is a 101 alternate route extending from Santa Rosa, by and adjacent to Rohnert Park south to Penngrove. 4) On Wilfred Avenue a large casino/hotel resort project, proposed by Stations Casinos and the Federated Indians of the Graton Rancheria, is a probable future project. 5) The casino/hotel project's incremental effect is cumulatively considerable and needs to be considered in this IS/EA document. 	<p>2-1</p> <p>2-2</p>

Letter No. 2, page 3	Comment No.
<p>15, 04 to Daniel Kolkey (see Letters (L1). A street map of Rohnert Park is included with this letter.</p> <p>13) The City Manager states in this letter "Traffic to and from the Resort/Hotel/Casino will be dispersed among four different routes (see maps, m-1)."</p> <p>14) As you can see the map shows a star indicating the probable Resort/Hotel/Casino Project, the proposed Wilfred Interchange Project, Wilfred Avenue meeting and becoming one with Golf Course Drive under the 101 Freeway, Golf Course Drive extending east to Snyder Lane and Snyder Lane extending north to Petaluma Hill Road (a 101 alternate route).</p> <p>15) Checking further you can see plans to widen Golf Course Drive 4-6 lanes in some areas then designating it a 'Major Arterial'.</p> <p>16) It appears that a case is being made, in this letter, to divert casino traffic from 101 to Golf Course Drive and three other surface streets.</p> <p>17) I request that the name of the project include the name 'Golf Course Drive' since those who live on Golf Course Drive will be considerably affected by this project, the project involves Golf Course Drive and the freeway exit is historically named Wilfred Avenue/Golf Course Drive.</p> <p>18) I request that the names of the streets 'Golf Course Drive' and 'Wilfred Avenue' not be changed since those names historically identify two regions in our community.</p> <p>19) I request that all residents either facing Golf Course Drive or backing up to Golf Course Drive be notified in writing of any hearings on this project since they/we will be considerably affected.</p>	<p>)</p> <p>) 2-6</p> <p>)</p> <p>) 2-7</p> <p>)</p> <p>2-8</p> <p>2-9</p> <p>2-10</p>
<p>Thank You For Your Consideration,</p> <p><i>Linda M. Long</i></p> <p>Linda M. Long</p>	

The following is a response to the CEQA checklist as it needs to be addressed in this Wilfred Avenue Interchange IS/EA Document. The checklist is addressed by this writer based on the following:

- 1) The interchange project links Wilfred Avenue and Golf Course Drive making the two streets one street.)
- 2) This Wilfred Avenue/Golf Course Drive street would create a traffic corridor from the west end of Wilfred Avenue through the interchange project to the east end of Golf Course Drive at Snyder Lane. I refer to this corridor as the 'Wilfred Avenue/Golf Course Drive Corridor'.) 2-11
- 3) The corridor would in fact continue north on Snyder Lane a short distance to Petaluma Hill Road (a 101 alternate route). This is based on historical traffic patterns and logical future traffic patterns with this proposed interchange project.)
- 4) A Casino/Hotel Resort is a **probable project** proposed by the Federated Indians of the Graton Rancheria.)
- 5) According to CEQA Guidelines 'an EIR shall discuss cumulative impacts of a project when the project's incremental effect is cumulatively considerable.)
- 6) According to CEQA 'a list of past, present, and probable future projects producing related or cumulative impacts, including, if necessary those projects outside the control of the agency...' shall be discussed in the EIR.)
- 7) The proposed interchange will most definitely be used to facilitate Casino/Hotel Resort traffic therefore logic follows that the IS/EA assess the cumulative effects of the casino project along with the proposed interchange and the Wilfred Avenue/Golf Course Drive Corridor.) 2-12
- 8) The Graton Rancheria Casino is identified as a Cumulative Project in this IS/EA (Appendix B, Table B-1) with regard to the assessment of the impacts to the California Tiger Salamander. Logic follows that it must assess the cumulative effect of the casino on issues such as traffic, noise, aesthetics etc.)
- 9) The entrance to the proposed Casino/Hotel Resort would be located on Wilfred Ave within a mile of the interchange project.)
- 10) The City Manager of Rohnert Park, Carl Leivo, has linked the Casino/Hotel Resort Project, the proposed Wilfred Interchange Project and Golf Course Drive in a letter and map to California State Officials dated July 15, 04 (see Letters L1).)
- 11) The Mayor of Rohnert Park, Greg Nordin, has linked the casino project, this interchange project and Golf Course Drive in a letter and map to state officials dated July 23, 04. (see Letters L2).) 2-13
- 12) The No Build Alternative is preferable to this interchange project in that it would not facilitate casino traffic down Golf Course Drive.)
- 13) Golf Course Drive primarily serves the neighborhoods that surround it (see maps m-4).)

14) Golf Course Drive has a park on the street and a school very near the street (see Maps m-4).

2-14

CEQA The California Environmental Quality Act

Appendix G (Appendix A in this Wilfred Interchange Document)
Environmental Checklist Form

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

Aesthetics; Agricultural Resources; Air Quality; Biological Resources; Cultural Resources; Geology/Soils; Hazards and Hazardous Materials; Hydrology/Water Quality; Land Use Planning; Noise; Population/Housing; Public Services; Recreation; Transportation/Traffic Utilities/Service Systems; Mandatory Findings of Significance.

I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required including the 'corridor' (mentioned by this writer in the first part of this section) and its' surrounding areas.

All answers take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect and well as direct impacts. This IS/EA Document fails to do that.

Potentially Significant Impact is appropriate if there is substantial evidence that an effect may be significant and that is the case with this interchange project.

The following taken from the CEQA Checklist Appendix A in this Document needs to be reviewed to include the criteria put together by this writer in the beginning of this section.

I have taken the CEQA CHECKLIST and filled it out according to impacts based on all information gathered by this writer in this 'comments...' document. Explanations are as follows:

1. AESTHETICS-The project would:

- a) Have a substantial adverse effect on the scenic vista as you drive down tree lined Golf Course Drive from the substantial increase in traffic and the additional tour buses, brinks style trucks, and shuttles 24 hours a day and 7 days a week. **Potentially Significant Impact**
- b) Substantially damage scenic resources. Trees and scenic center dividers would have to be knocked down on Golf Courses Drive in order to widen the road to accommodate ever increasing and substantial casino traffic. **Potentially Significant Impact**
- c) When trees are taken down and the scenic dividers are destroyed, to widen Golf Course Drive, a previously scenic vista will be barren and destroyed in this residential neighborhood. The oil, diesel fuel residue, and grease from the substantial increase in traffic, and the advent of tour buses, shuttles, service trucks and brinks style trucks will cause particulates and an exhaust residue-film on the Honeybee Park pool, the trees and grass in the park, Hahn Elementary School (a public school next to the park), and all the condo pools, residential lawns and dwellings and sidewalks and streets. This would cause a substantial degrading of the existing visual character and a degrading of the quality at the site of Golf Course Drive and its' surroundings. **Potentially Significant Impact**
- d) There would be substantial light and glare caused by the removal of trees on the mediums and the side walks on Golf Course Drive when this road is widened to accommodate the increase in traffic. This would adversely affect and degrade the daytime views causing substantial glare on a street that is now tree-lined and shaded (see pictures). The residents on and around Golf Course Drive would experience an increase in glare in their homes and yards. The existing visual character would also be degraded by the above mentioned traffic which would be substantial, aberrant and sustained. **Potentially Significant Impact**

2-16

III. AIR QUALITY: This project would:

- a) Conflict with and obstruct the Air Quality Plan for Sonoma County, The City of Rohnert Park, and The State of California. **Potentially Significant Impact**
- b) Violate air quality standards and would contribute substantially to a projected air quality violation. **Potentially Significant Impact**
- c) The substantial, sustained increase in traffic and aberrant traffic (caused by the probable Casino/Hotel Resort on Wilfred Avenue) on Golf Course Drive would result in a cumulatively considerable net increase in air pollutants from diesel fuel, auto emissions, road deterioration and any

2-17

identified pollutants from service trucks, tour buses, Brinks style trucks.

Potentially Significant Impact

- d) The above mentioned traffic would expose sensitive humans with breathing and/or other health problems and plant and tree life to increased contamination. **Potentially Significant Impact**

- e) Create objectionable odors from the above mentioned exposer and pollutants to the thousand plus people on and around Golf Course Drive.

Potential Significant Impact.

IV. BIOLOGICAL RESOURCES-The project would:

- e) Conflict with the local ordinance (City of Rohnert Park) with regard to tree removal (trees being removed for the reasons mentioned above). Conflict with the City of Rohnert Park Community Conservation Plan with regard to the preservation of the integrity of the Coleman Creek on Snyder Lane north of Golf Course Drive. Above mentioned pollution caused by increased traffic and aberrant traffic substantially effects the creek and its habitat. Trees will be subject to insect infestation caused by a weakening of their resistance caused by the increased pollution caused by significant traffic. **Potentially Significant Impact**

VII. HAZARDS AND HAZARDOUS MATERIALS-The project would:

- a) Cause the potential routine (24/7) transportation of hazardous solid and liquid waste from the casino site past residents, a school, a park and a golf course. (see all maps). **Potentially Significant Impact**
- b) Create a significant hazard to the public and the environment by causing hazardous waste in the form of oil, grease, diesel fuel particulates and residue to be deposited on Honey Bee Park pool, park lawns, on Hahn Elementary School, on condo pools (2), the golf course, and residential properties from casino related traffic (tour buses, shuttles, service trucks, autos, brinks style trucks) 24 hours a day 7 days a week. **Potentially Significant Impact**
- c) Emit hazardous emissions and handle hazard materials, substances and waste as discussed in VII a) and b) within one quarter mile of two elementary schools. The schools would be Hahn Elementary School

Letter No. 2, page 8	Comment No.
<p>(225 feet from Golf Course drive) and Goldridge Elementary School (see Maps (M-4). Potentially Significant Impact</p>	<p>) 2-20 cont'd)</p>
<p>d) N/A e) N/A f) N/A</p>	
<p>g) Impair implementation of and physically interfere with the adopted Emergency Response Plan and the Emergency Evacuation Plan in the Rohnert Park General Plan due to the substantial traffic caused by the probable Casino/Hotel Resort Project. The residents located in the Mountain Shadows Square residential homes, Hacienda homes and the Autumn Hills condos would be at particular risk since their only vehicle outlet/inlets are narrow one car outlets/inlets onto/from Golf Course Drive (see maps, m-4) Potentially Significant Impact</p>	<p>)))) 2-21))</p>
<p>h) N/A</p>	
<p>VIII HYDROLOGY AND WATER QUALITY-The project would</p>	
<p>a) Violate water quality standards and waste discharge requirements by Sonoma County, and The City of Rohnert Park. Potentially Significant Impact</p>	<p>2-22</p>
<p>b) N/A</p>	
<p>c) N/A</p>	
<p>d) N/A</p>	
<p>e) Trash and emissions from the substantial increase in tour bus, auto, shuttle, brinks style truck, traffic, caused by the Casino/Hotel Resort, down the Golf Course corridor would contribute substantial additional sources of polluted runoff flowing into our stormwater drainage systems. Potentially Significant Impact</p>	<p>))) 2-23)</p>
<p>f) Water quality would be degraded because of the increased pollutants from the previously mentioned casino traffic. Potentially Significant Impact</p>	<p>))</p>
<p>g) N/A</p>	
<p>h) N/A</p>	
<p>i) N/A</p>	
<p>j) N/A</p>	
<p>IX. LAND USE AND PLANNING-The project would:</p>	
<p>a) Physically divide our established community by causing a substantial and sustained increase in traffic down the Wilfred Avenue/Golf Course Drive corridor. The south side of Golf Course Drive would be</p>	<p>2-24</p>

Letter No. 2, page 9	Comment No.
separated from to north side of Golf Course Drive by large service trucks, tour buses, shuttles, brinks style trucks and autos caused by the Casino/Resort/Hotel. This would hinder people from both sides of Golf Course Drive to move freely back and forth across the street. School children would be walking across Golf Course Drive in hazardous conditions. Pedestrians, particularly the disabled would have problems getting to and from stores and buses. Potentially Significant Impact.))) 2-24) cont'd))
X. MINERAL RESOURCES-N/A	
XI. NOISE-The project would result in:)
a) Exposure of persons who live and work in and near the Wilfred Avenue/Golf Course Drive corridor to a generation of sustained noise levels substantially exceeding the noise levels allowed by the general plan of the City of Rohnert Park. The noise would be caused by the casino service trucks, tour buses, Brinks style trucks, autos and shuttles and a truck braking mechanism known as Jake-Braking. This casino traffic would be facilitated by this interchange project and occur 24 hours a day 7 days a week. Potentially Significant Impact)))))))) 2-25
b) Exposure of persons who live in and around this Wilfred Avenue/Golf Course Drive corridor to a generation of excessive groundborne vibration and groundborne noise levels. The cause is the same as XI. a).)))
c) A substantial, permanent, sustained increase in ambient noise in the project corridor vicinity above levels existing without the project. Potentially Significant Impact)))
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project. The cause is the same as XI. a) Potentially Significant Impact)))
XII. POPULATION AND HOUSING-N/A	
XIII. PUBLIC SERVICES-The project would	
a) Effect response times of the Rohnert Park Public Safety Officers, in particular to Mountain Shadows Square, The Haciendas, and Autumn Hills Condos. These three places have single vehicle outlets/inlets at Golf Course Drive. Casino traffic would impede the ability of Public Safety to get in or out of these residential areas. Evacuation would be substantially impeded. Potentially Significant Impact)))))))) 2-26

Comment	No.
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separated from to north side of Golf Course Drive by large service trucks, tour buses, shuttles, brinks style trucks and autos caused by the Casino/Resort/Hotel. This would hinder people from both sides of Golf Course Drive to move freely back and forth across the street. School children would be walking across Golf Course Drive in hazardous conditions. Pedestrians, particularly the disabled would have problems getting to and from stores and buses. **Potentially Significant Impact.**

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) 2-24
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X. MINERAL RESOURCES-N/A

a) Exposure of persons who live and work in and near the Wilfred Avenue/ Golf Course Drive corridor to a generation of sustained noise levels substantially exceeding the noise levels allowed by the general plan of the City of Rohnert Park. The noise would be caused by the casino service trucks, tour buses, Brinks style trucks, autos and shuttles and a truck braking mechanism known as Jake-Braking. This casino traffic would be facilitated by this interchange project and occur 24 hours a day 7 days a week. **Potentially Significant Impact**

b) Exposure of persons who live in and around this Wilfred Avenue/Golf Course Drive corridor to a generation of excessive groundborne vibration and groundborne noise levels. The cause is the same as XI. a).

c) A substantial, permanent, sustained increase in ambient noise in the project corridor vicinity above levels existing without the project.

Potentially Significant Impact

d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project. The cause is the same as XI. a) **Potentially Significant Impact**

XII. POPULATION AND HOUSING-N/A

a) Effect response times of the Rohnert Park Public Safety Officers, in particular to Mountain Shadows Square, The Haciendas, and Autumn Hills Condos. These three places have single vehicle outlets/inlets at Golf Course Drive. Casino traffic would impede the ability of Public Safety to get in or out of these residential areas. Evacuation would be substantially impeded. **Potentially Significant Impact**

XIV. RECREATION-The project would:

- a) Cause substantial deterioration at Honey Bee Park and pool from the vehicle emissions, previously discussed, and trash caused by a substantial, sustained increase in traffic along the Wilfred/Golf Course Corridor due to the probable Casino/Hotel/Resort. **Potentially Significant Impact**

2-27

XV. TRANSPORTATION/TRAFFIC-The project would:

- a) Cause an increase in traffic which is sustained and substantial in relation to the existing traffic load and capacity of the street system on Golf Course Drive. There would be a substantial increase in the number of vehicle trips, and the volume to capacity ratio on Golf Course Drive and congestion at the intersections. The traffic increase on the Wilfred/Golf Course Corridor would be due to the probable Casino/Hotel/Resort facilitated by this interchange project. **Potentially Significant Impact**

2-28

- b) Exceed cumulatively a level of service standard established by the Sonoma County congestion management agency. **Potentially Significant Impact**

- c) Result in a change in air traffic patterns including an increase in traffic levels that result in substantial risks especially to children walking to and from Hahn Elementary School, and children recreating in Honey Bee Park.
- b) Substantially increase hazards due to incompatible uses by casino tour buses, Brinks style trucks, shuttles, service trucks including trucks transporting solid and liquid waste. **Potentially Significant Impact**

2-29

- c) Result in inadequate emergency access as described above. **Potentially Significant Impact**

2-30

- d) Result in inadequate parking capacity because of the above described sustained and substantial increase in traffic. **Potentially Significant Impact.**

2-31

XVI. UTILITIES AND SERVICE SYSTEMS-The project would:

- g) not comply with federal, states and local statutes concerning the transport of solid waste through residential neighborhoods. **Potentially Significant Impact**

2-32

XVII. MANDATORY FINDINGS OF SIGNIFICANCE-The project would:

- a) Have the potential to degrade the quality of the environment.

Potentially Significant Impact

2-33

- b) Have impacts that are cumulatively considerable due to the proposed Casino/Hotel/Resort which is probable future project with with considerable and incremental effects as mentioned previously in this document. **Potentially Significant Impact**

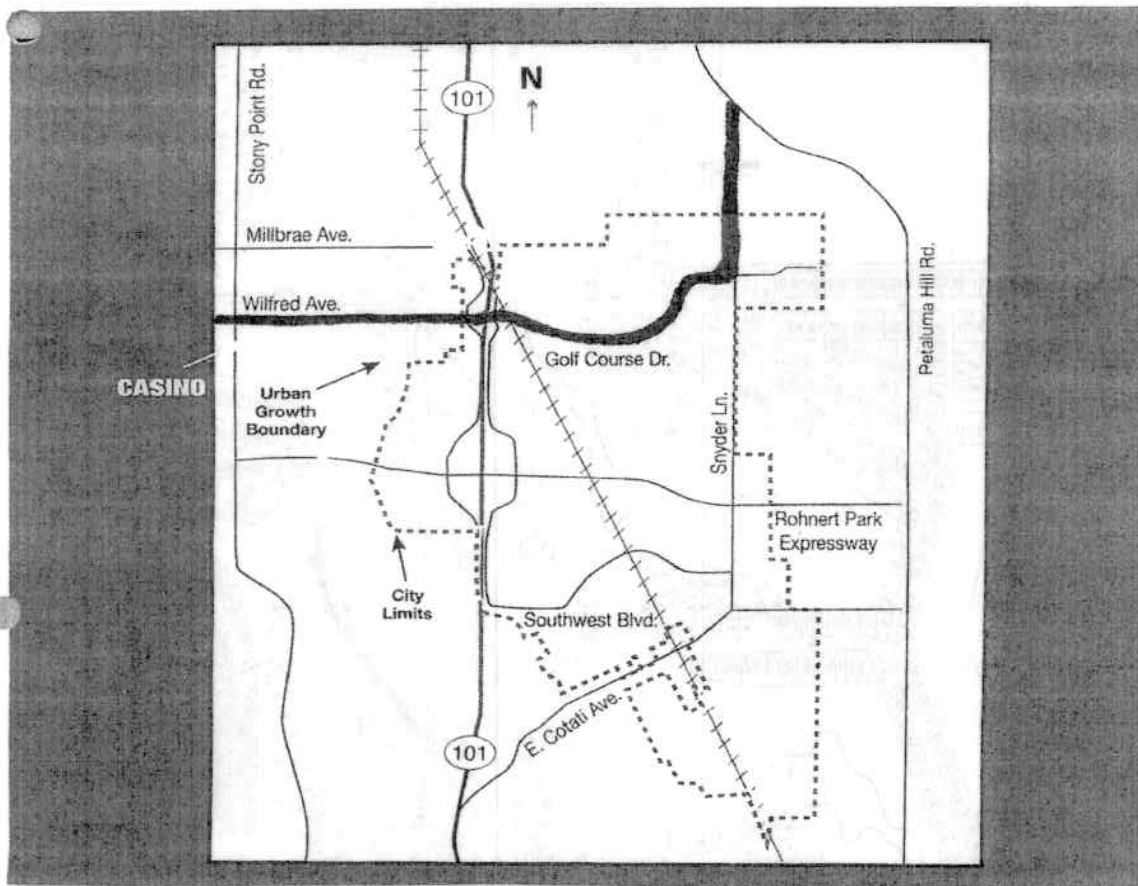
2-34

- c) The project will have environmental effects that will effect school children, the disabled and the residents of the Wilfred/Golf Course Corridor as presented in this document.

2-35

Potentially Significant Impact

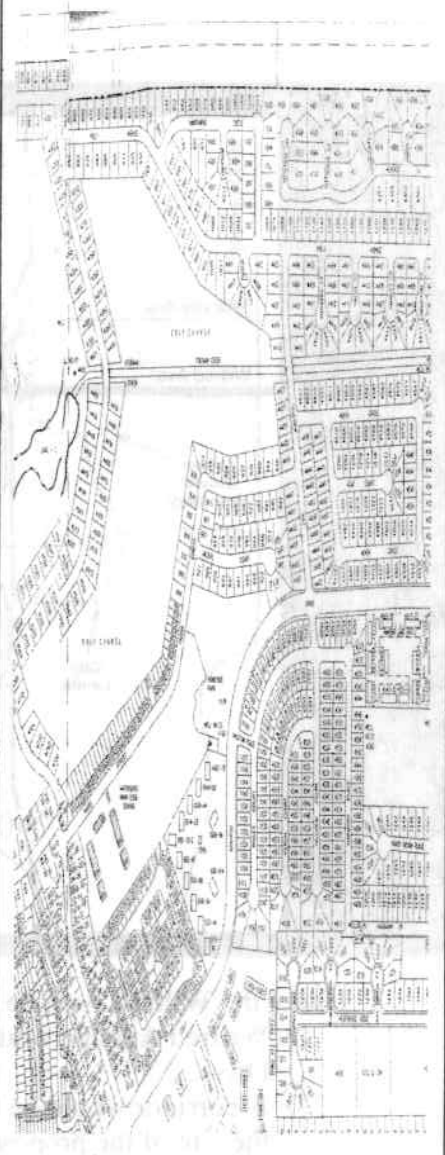
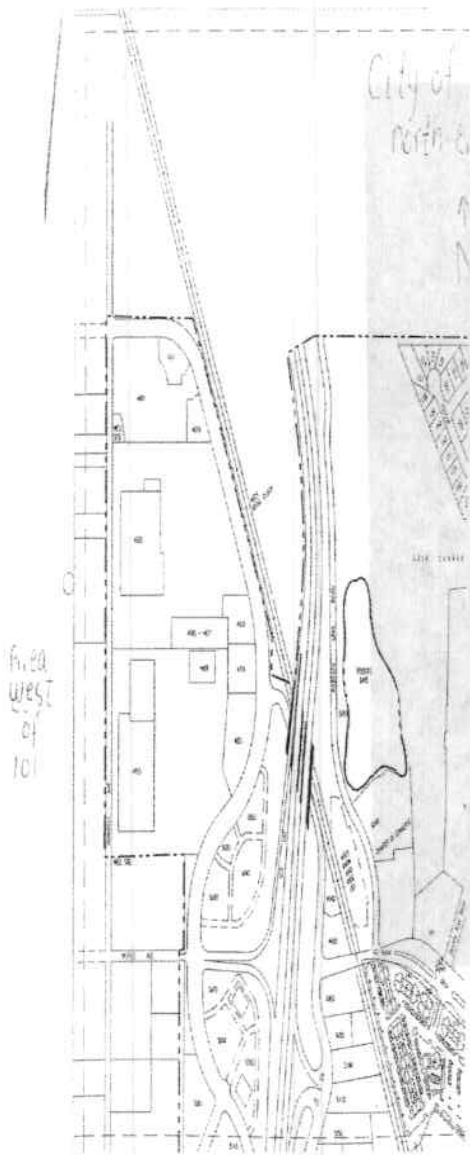
Map 1



Under the Wilfred Avenue Interchange Project:

- 1) Wilfred Avenue would become one street with Golf Course Drive.
- 2) A corridor would be created from the west end of Wilfred, at the site of the proposed Casino/Hotel Resort, to the east end of Golf Course Drive; then continuing north on Snyder Lane to Petaluma Hill Road (a 101 alternate route).
- 3) This corridor would draw casino traffic from Petaluma Hill Road down Golf Course drive to the casino and back.

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Caltrans Open House August 5, 2004

On Wilfred Avenue Interchange Project

Re: Problems with this open house:

- 1) No residents impacted by this project were formally notified of this open house.
- 2) Citizens notified residents by handing out flyers door to door.
- 3) The location on the Caltrans notification indicated that it would be held at Sonoma County Library when in fact the location was Rohnert Park Community Library.
- 4) No notification was placed on the Library bulletin board.
- 5) The Library had August 4, 04 as the date of this meeting on their office calendar.
- 6) Signs in the parking lot indicated that this was a hearing yet no one formally spoke.
- 7) The meeting began a half hour early and ended an hour early.
- 8) The caltrans representative Jonathon Lee indicated that this project had been in the works for years. Finally a resident asked if this meant it could not be changed. He said oh no (this should have been offered to begin with).

2-37

Page i

Cover Sheet

Regarding the Cover Sheet the project name needs to be changed to the Wilfred Avenue/Golf Course Drive Interchange for previously mentioned reasons.

2-38

Page ii

General Information About This Document

What's in this document?

The first sentence needs to include the 'no build alternative'.

It is highly irregular that a document such as this IS/EA not contain other alternatives beside one proposed 'build alternative' and a 'no build alternative'. What process did you use to arrive at this decision?

At least two other alternatives were discussed at the Rohnert Park City Council Meeting on May 25, 04.

These alternatives were discussed between Councilmember Vicki Vidak-Martinez and City Manager Carl Leivo. (a vhs tape is available of this exchange)

These alternatives were said to be "much better" and this proposed alternative was called a "nightmare" and 'scary' by Councilmember Vidak- Martinez.

Each alternative must be given equal weight and yet this paragraph doesn't even mention the 'no build' alternative.

2-39

2-40

What Should You Do?

The IS/EA needs to include the corridor from Wilfred through all of Golf Course Drive and surrounding homes, parks and schools because the casino project is a probable project.

I have yet to meet a person living in the Golf Course/Wilfred Corridor who was notified by Caltrans or the city of the August 5th open house. These people need to be notified as stated previously.

This deadline needs to be extended until all affected residents are properly informed. The only reason people turned out at the August 5th open house on this IS/EA was that my friends and I handed out flyers that we had made up. We realize the impact of this interchange on our lives.

2-41

What Happens After This

This IS/EA must be complete with regard to its scope before it can be approved or rejected. Additional environmental impact studies need to be done.

2-42

Individuals With Disabilities

Individuals with disabilities need to be properly notified according to their needs. An e-mail address needs to be provided for comments.

2-43

Letter No. 2, page 14	Comment No.
<p>Page iii <i>This page needs to have 'Golf Course Drive' added to the 'Wilfred Avenue Interchange Project' name for the previously mentioned reasons. This needs to be done wherever the project name is mentioned in this IS/EA.</i></p>	2-44
<p>Chapter I-Proposed Project 1.1 Summary and Background <i>Linking Wilfred Avenue and Golf Course Drive would create a corridor from the probable Casino/Hotel Resort Project on Wilfred Avenue extending east on Wilfred Ave. under the proposed interchange to Golf Course Drive, extending east on Golf Course Drive, north on Snyder Lane to Petaluma Hill Road (a 101 alternate route).</i></p> <p><i>The anticipated future countywide growth considered by the Sonoma County Transit Authority, the Metropolitan Transportation Commission and Caltrans needs to include the probable Casino/Hotel Resort Project. This is mandatory according to State CEQA Guidelines.</i></p> <p><i>Any effort to pay for this interchange project with funding from the City of Rohnert Park or The Federated Indians of the Graton Rancheria should be rejected since it may speed up the process, not allowing full public hearings and assessment from the residents on or near Golf Course Drive and Wilfred, on the project. The Federated Indians of the Graton Rancheria, through Carl Leivo the City Manager, have expressed an interest in helping fund this interchange project (see Letters, L1). This is further indication that the environmental impacts of the probable casino project are related to the impacts of this interchange project and Golf Course Drive.</i></p> <p>Project Limit Map Figure 1-2 <i>The project limit map needs to include Wilfred Avenue from Stony Point to the interchange project extending down Golf Course Drive to Snyder Lane on to Petaluma Hill Road and the homes, streets, parks, businesses and schools that are in close proximity to this corridor.</i></p>	2-45
<p>1.2 Purpose Of and Need For the Project 1.2.1 Purpose ~<i>The circulation between local streets and Route 101 would be further obstructed by the increase in surface street traffic in the project area caused by the casino traffic that would gravitate to that area. This project causes a corridor that would facilitate casino through Golf Course Drive neighborhoods.</i></p>	2-46
	2-47
	2-48

Letter No. 2, page	Comment No.
<p>1.2.2 Need</p> <p><i>The interchange project would not improve connections between Route 101 and local streets, enhance safety or operations. It would promote increased traffic by facilitating casino traffic through the corridor created by this project.</i></p> <p>Needs Associated With Reducing Recurrent Congestion</p> <p><i>The Wilfred Avenue Interchange Project increases on surface street traffic at the interchange by attracting casino traffic to and from the probable casino project.</i></p> <p><i>The 2002 Bay Area Freeway Congestion Data could not have addressed the probability of a casino on Wilfred Avenue since it was not yet proposed or even thought of.</i></p> <p>Needs Associated With Connections Between Local Streets and Route 101</p> <p><i>The circuitous and indirect street connections would be replaced with a large influx of casino traffic with this interchange project. Other designs need to be studied. Other designs for this interchange need to be created. These designs need to avoid attracting casino traffic and address the above mention congestion problems.</i></p> <p><i>The City of Rohnert Park requested that the Wilfred Avenue Interchange Project include a feature connecting Wilfred Avenue and Golf Course Drive. The footnote indicates that this request was made in 1990. Using this request as a foundation for your project is like presenting fourteen-year-old plans to build next to the World Trade Center. The landscape has changed! The probable casino project and the corridor created by the interchange project need to be part of this IS/EA.</i></p>	<p>2-49</p> <p>)</p> <p>)</p> <p>) 2-50</p> <p>)</p> <p>)</p> <p>2-51</p> <p>2-52</p>
<p>1.3 ALTERNATIVES</p> <p>1.3.1 Build Alternative-Proposed Action</p> <p><i>The build alternative is one possible action. The no build is another possible action. Both need to be weighed and presented equally. The Build Alternative needs to be presented without the words 'Proposed Action'.</i></p> <p><i>Modifying the Wilfred Avenue/Golf Course Drive Interchange by constructing a new bridge undercrossing structure to connect Golf Course Drive to Wilfred Avenue as a single street would create a corridor. This corridor would extend from the west end of Wilfred Avenue (at Stony Point) to under the freeway where Wilfred Avenue would become 'one street' with Golf Course Drive. The</i></p>	<p>2-53</p> <p>2-54</p>

Letter No. 2, page	Comment No.
<p><i>corridor would then extend east down Golf Course Drive past apartments, the Double Tree Hotel, homes backing up to or facing Golf Course Drive, apartments, Hahn Elementary School (within feet of Golf Course Drive), Honey Bee Park (with a pool), a neighborhood grocery store with a Starbucks and quality restaurants plus other neighborhood businesses, condominiums (with pools). This corridor stretches 7 miles from the freeway to Snyder Lane. Traveling 7 miles on Snyder Lane you come to Petaluma Hill Road a frequently used 101 alternate route from Santa Rosa to Rohnert Park to Penngrove and to roads which extend to Petaluma. The corridor would, in fact, extend from Petaluma Hill Road to Golf Course Drive (Via a short stretch on Snyder Lane) (see drawings d-1).</i></p>	<p>2-54 cont'd</p>
<p><i>The bicycle facility along Wilfred Avenue/Golf Course Drive extending under the freeway would be hazardous to bicycle riders with this interchange project. The riders would be exposed to large volumes of casino traffic including large buses, brinks trucks, service trucks, cars and shuttles. They would also be exposed to an extraordinary amount of auto emission fumes, and fumes and particulates from diesel exhaust.</i></p>	<p>2-55</p>
<p>1.3.2 No Build-No Action Alternative <i>There needs to be designs for this interchange other than the proposed project and the no build alternative.</i></p>	<p>2-56</p>
<p>1.5 Permits and Approvals Needed This project would require permits, agreements, and concurrence from the following agencies:</p>	
<p>Figure 1-4A And 1-4B <i>The scope of the environmental impact of this interchange project must include all of Wilfred Avenue and the surrounding homes and businesses all of the homes apartments, condominiums, schools, parks, pools and businesses on or around Golf Course Drive, on Snyder Lane north of Golf Course Drive through to Petaluma Hill Road.</i></p>	<p>2-57</p>

Letter No. 2, page	Comment No.
<p>Chapter 2-Affected Environment, Environmental Consequences, and Avoidance, Minimization and/or Mitigation Measures</p> <p><i>The project limits need to be expanded as previously indicated in these comments. The impacts of the probable Casino/Hotel Resort on Wilfred Avenue must be included in this IS/EA document and future documents regarding this project.</i></p> <p>Therefore, discussion of an impact's level of significance in this document is made solely within the context of CEQA.</p> <p><i>CEQA Guidelines dictate that this IS/EA document include the impacts from the probable Casino/Hotel Resort Project.</i></p> <p><i>There are significant environmental impacts that need to be identified for the Wilfred Avenue Interchange Project.</i></p> <p>HUMAN ENVIRONMENT</p> <p>2.1 LAND USE</p> <p>Affected Environment</p> <p><i>The Sonoma County General Plan discourages urban sprawl.</i></p> <p><i>The Rohnert Park General Plan promotes vehicular circulation on both surface streets and 101. The vehicular circulation would be impeded by this interchange plan because of its contribution to the flow of casino traffic down the corridor talked about previously in this comments paper. The Park and Ride Facilities in this project would not be assessable because of the casino traffic going to and from Wilfred Avenue.</i></p> <p><i>The residential uses are indeed predominantly to the east of US 101 in Rohnert Park. The commercial and industrial development to the east and west of the project area need to be part of the project plan and the IS/EA because of the casino impact. The municipal golf course on the east side also needs to be part of this interchange project and the project IS/EA along with the commercial and industrial businesses.</i></p>	<p>2-58</p> <p>)</p> <p>) 2-59</p> <p>)</p> <p>2-60</p> <p>2-61</p>

	Comment No.
<p>Environmental Consequences <i>All development in the 'corridor' previously discussed would be impaired and limited by the proposed interchange project. As discussed previously both city and county general plans would be violated. The local roads would be greatly impacted with casino vehicle traffic made greater in the project area by the design of this project. There would be obstruction to local roads around the project and the traffic circulation would be impaired by virtue of casino traffic drawn to this interchange project area. Access to homes and businesses in the corridor that this project would create would be greatly reduced because of casino traffic drawn to this project area.</i></p>	2-62
<p>Avoidance, Minimization and/or Mitigation <i>Avoidance of this particular interchange project design is necessary because of its grave negative impacts. Other designs need to be considered or a no build alternative needs to be used.</i></p>	2-63
<p>2.2 GROWTH Definition of Growth <i>This interchange project will induce unplanned growth by drawing traffic to the project corridor discussed.</i></p>	2-64
<p>Affected Environment <i>In March, 2004, the Federated Indians of the Graton Rancheria issued a Notice of Intent to prepare an Environmental Impact Statement for a proposed casino about a mile west of Route 101 on the boarder of Rohnert Park on Wilfred Avenue. This Casino/Hotel Resort project will need to be fully included in this IS/EA. The precise location of the Casino/Hotel Resort project needs to be reported in this document. The casino project will facilitate a growth in traffic at the interchange project and along the previously described corridor east and west of the interchange project.</i></p>	2-65
<p>Environmental Consequences <i>The interchange project is not according to the Rohnert Park and Sonoma County managed growth policies due to the traffic impact this project will cause.</i></p>	2-66
<p>Avoidance, Minimization, and/or Mitigation <i>Avoidance needs to be recommended.</i></p>	

2.3 COMMUNITY IMPACTS**2.3.1 Community Character and Cohesion****Affected Environment**

The corridor from the west end of Wilfred Avenue, through the interchange project to Golf Course Drive and all the surrounding businesses and homes, parks and schools would be affected by this interchange project. Golf Course Drive would be divided by large amounts of casino traffic including tour buses, brinks style trucks, shuttles, service vehicles 24 hours a day seven days a week.

2-67

Please see my CEQA Checklist.



July 23, 2004

Peter Siggins
Legal Affairs Secretary
Office of the Governor
State of California
Sacramento, CA 95814

COUNCIL:	
MISCELLANEOUS	
COMMUNICATIONS	
AGENDA	
COPY TO:	
COPY TO:	

City Council

Gregory A. Nordin
Mayor

Amie L. Spradlin
Vice Mayor

Armando F. Flores
Jairo MacBrenda
Vicki Vidale-Martinez
Council Members

Carl Eric Leiva
City Manager

RE: Compact for the Federated Indians of Graton Rancheria

Dear Mr. Siggins:

As the Mayor from Rohnert Park, I respectfully urge you to negotiate a Tribal-State Gaming Compact with the Federated Indians of the Graton Rancheria (FIGR).

The Tribe originally identified a site on Highway 37. The Tribal Council agreed with Sonoma County and Senator Feinstein to search for an alternative site from among over 40 sites on the U.S Highway 101 corridor. The Tribal Council selected a site outside of Rohnert Park as a result of this "good faith" investigation.

The Rohnert Park City Council considered its options and decided to enter into a Memorandum of Understanding (MOU) with the FIGR. Under the terms of the MOU, the Tribe will make payments totaling \$200 million over 20 years to the City, School District, and local non-profits to help address the most important needs in our community. The MOU is unprecedented in California and probably the nation.

The MOU provides that the Tribe will prepare a full Environmental Impact Statement under the National Environmental Protection Act. The MOU requires that the EIS be completed prior to the Tribe submitting an application to take the lands into trust.

This is an unmatched partnership between a tribe and local government. The Tribe has graciously agreed in the MOU to address many pressing needs in the community, over and above impacts that would be identified in an EIS. For instance, the MOU provides \$1,000,000 per year for local schools while the project arguably will have little impact on schools. There could be no better precedent to endorse.

Even before construction has begun on their project, the Tribe provided \$700,000 to the City for a Special Enforcement Unit in accord with the terms of the MOU. In it first week, the Unit made 24 arrests and recovered two stolen vehicles (see Press Release). In this time of limited State and local tax funds, the City could not have created the Special Enforcement Unit without funds from the FIGR.

L2

The only pressing need in Rohnert Park and Sonoma County that could not be fully addressed in the MOU was U.S. Highway 101 and the Wilfred/Golf Course interchange. While CalTrans has allocated funds for the project, the project has been delayed because Governor Davis borrowed funds from the Transportation Trust Fund. Perhaps the Tribe could help with the "cash flow" problem.

It would be a mistake to wait for the EIS prior to negotiating with the FIGR regarding funds to improve Highway 101. The EIS could well show that the Resort/Hotel/Casino does not significantly contribute to a reduction in the Level of Service (LOS) on U.S. Highway 101. Traffic to and from the Resort/Hotel/Casino will be dispersed among four different routes (see enclosed map). Resort/Hotel/Casino traffic typically occurs at off-peak times during the day. The Level of Service drops to D, E, and F on U.S. Highway 101 and around the Wilfred/Golf Course interchange during the morning and evening commutes but at other times Highway 101 and the interchange operate a LOS C and above. The LOS during commute hours is already so bad that the Resort/Hotel/Casino project traffic probably will not significantly contribute to any further deterioration.

Monies provided under the MOU will be used to build a new public safety facility to help us fight crime, gang activity, and drugs. There will be funds to add workforce housing, purchase additional open space for parks and recreation, and to fund traffic improvements.

Even before construction has begun on their project, the Tribe provided \$700,000 to the City for a Special Enforcement Unit. In it first week, the Unit made 24 arrests and recovered two stolen vehicles (see Press Release). In this time of limited State and local tax funds, the City could not have created the Special Enforcement Unit without funds from the FIGR.

The FIGR project will create over 2,000 well-paid jobs with benefits. This is crucially important in our community where Agilent Technologies has substantially closed a plant that once employed 4,000. Many of these jobs have been moved from California to Malaysia.

If not in Rohnert Park, where could the FIGR undertake their project? No matter which site the Tribe selects for their project in Sonoma and Marin Counties, there will be strenuous opposition. There will be petitions, false claims and lawsuits. In the Rohnert Park case, Judge Boyd ruled that the MOU was not subject to CEQA (see decision) and Judge Sawyer ruled that the MOU was an administrative act and not subject to referendum (see decision). The Corps of Engineers concluded that there was no evidence of hazardous materials left over from a Naval Air Station despite the allegations of casino opponents (see report).

There exist many viewpoints regarding the FIGR project among our citizens. Please consider the middle-of-the-road and practical position of the duly elected representatives of the Rohnert Park community. Let me assure you that there exists a large portion of our citizens that supports the project, recognize the

Letter No. 2, page

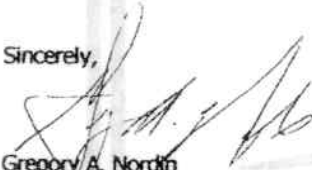
Page 3

Tribe's right to self-determination, and think that the City Council did the right thing to enter into a MOU with the FIGR.

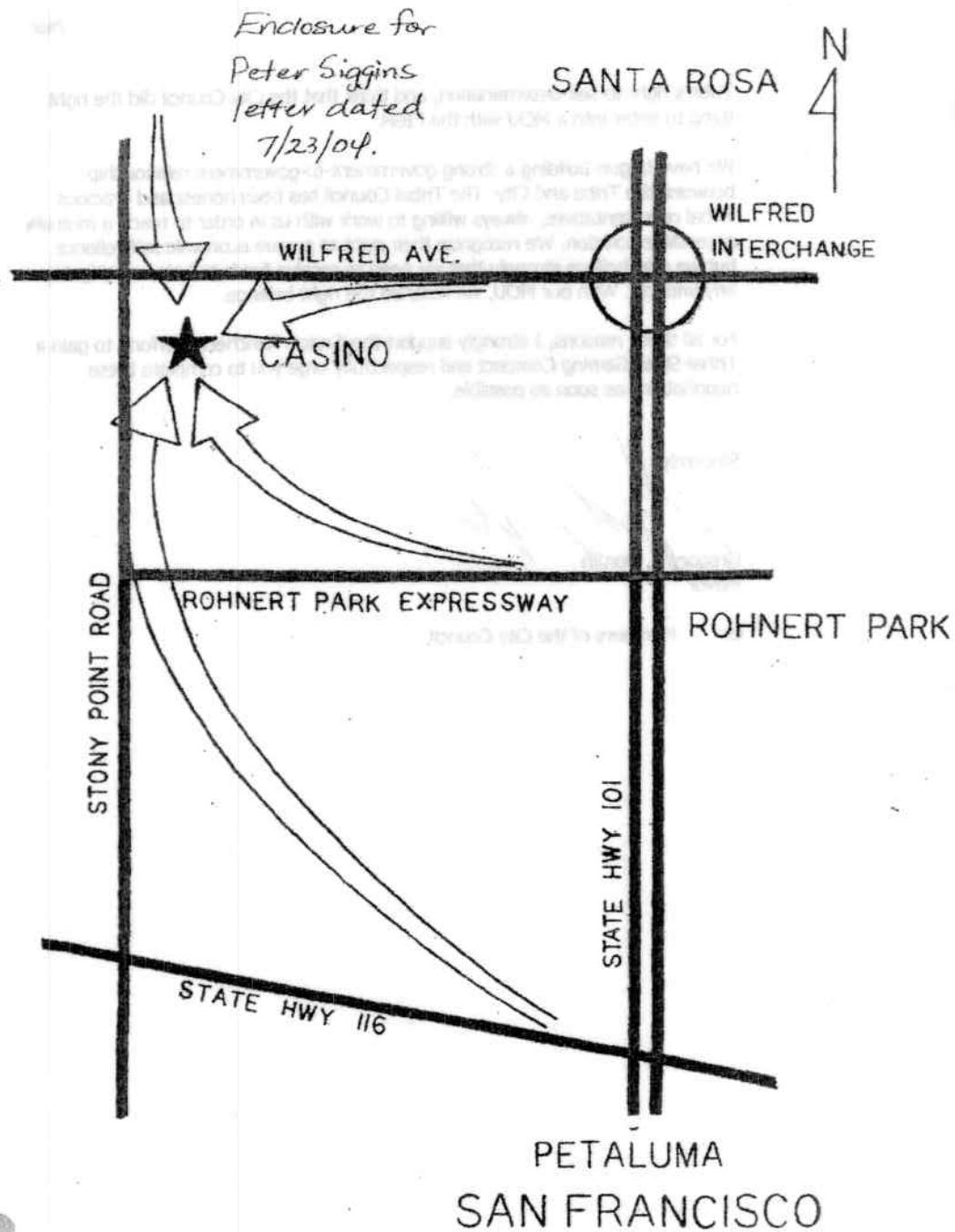
We have begun building a strong government-to-government relationship between the Tribe and City. The Tribal Council has been honest and gracious Tribal representatives, always willing to work with us in order to reach a mutually acceptable solution. We recognize their right to pursue economic self-reliance but we also believe strongly that we need to receive funds to help us mitigate any impacts. With our MOU, we reached the right balance.

For all these reasons, I strongly support the Graton Rancheria's efforts to gain a Tribal-State Gaming Compact and respectfully urge you to complete these negotiations as soon as possible.

Sincerely,


Gregory A. Nordfin
Mayor

cc: Members of the City Council



RECEIVED AUG 19 2004



July 15, 2004

Daniel Kolkey
Gibson, Dunn & Crutcher
One Montgomery Street, Suite 3100
San Francisco, CA 94104

COUNCIL:	
MISCELLANEOUS	
COMMUNICATIONS	<input checked="" type="checkbox"/>
AGENDA	
COPY TO:	
COPY TO:	

726-1

RE: Compact for the Federated Indians of the Graton Rancheria

City Council

Gregory A. Nordin
Mayor

Amie L. Spradlin
Vice-Mayor

Armando F. Flores
Jake Mackenzie
Vicki Vidak-Martinez
Council Members

Carl Eric Leivo
City Manager

Dear Mr. Kolkey:

Thank you for meeting with the Mayor, Friends of the Graton Rancheria representatives, and myself. We deeply appreciated the opportunity to answer your many questions about our community, the MOU between the City and Tribe, and the Federated Indians of the Graton Rancheria. We especially appreciated your interest in addressing local impacts of the Resort/Hotel/Casino project.

One topic that we discussed was groundwater. The City's Engineer prepared a presentation that includes data and diagrams concerning water (enclosed). There exist ample recharging groundwater supplies in the Rohnert Park area to serve the City, the Resort/Hotel/Casino project, and surrounding property owners. When rural property owners report water well problems, I believe that it is because they have shallow wells, they have tapped into a limited "perched" groundwater pool, and their aged wells need maintenance or replacement. If a well is drilled deep and is properly maintained, there will be more than sufficient water.

To reiterate, when negotiating the Memorandum of Understanding the City anticipated every possible impact of the Resort/Hotel/Casino project. The Tribe agreed to MOU provisions to address the possible impacts and much more. It is most unlikely that the Environmental Impact Report will reveal any new information that we did not anticipate.

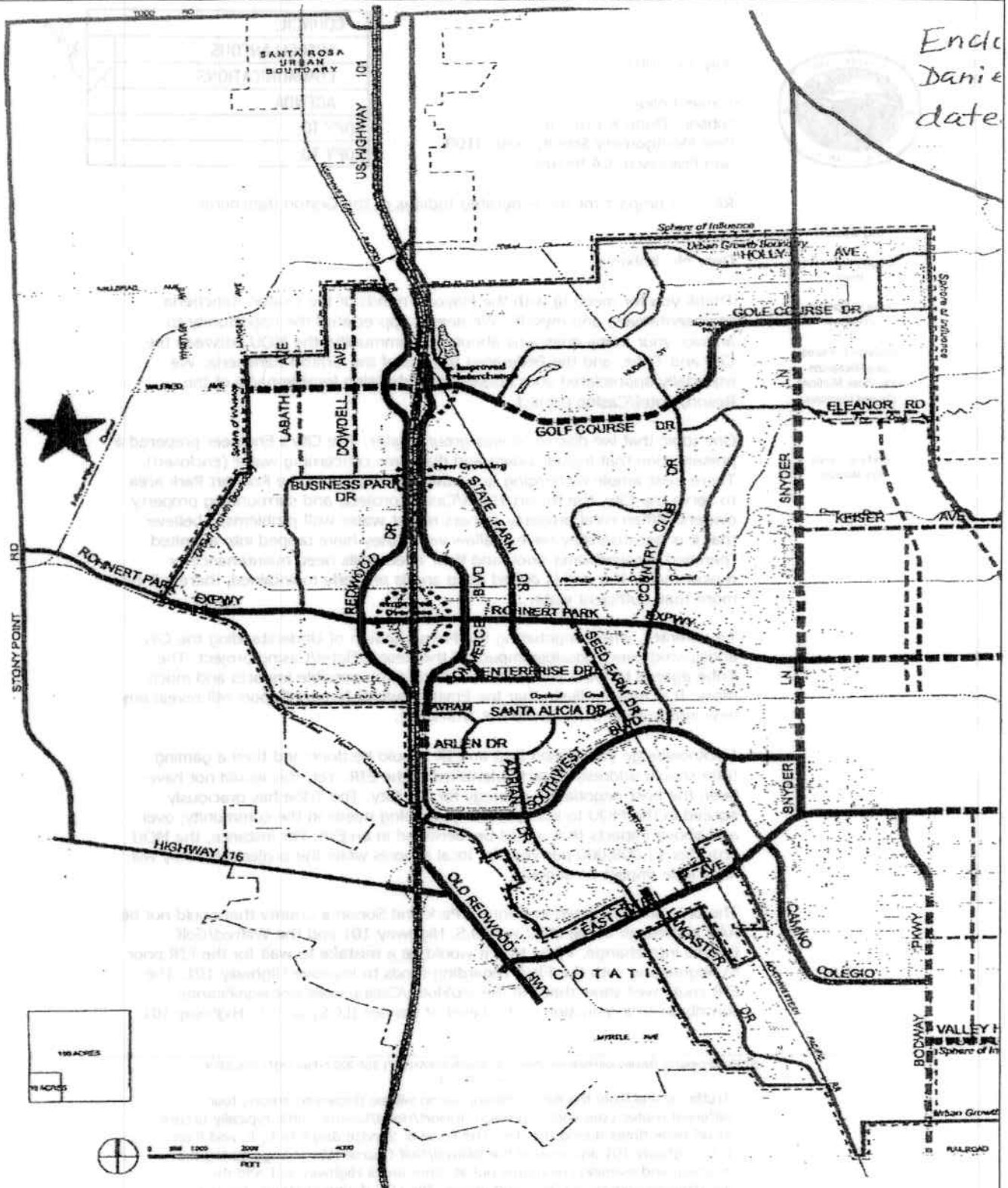
I acknowledge your vision that an EIR should be done and then a gaming tribe should address impacts identified in the EIR. Yet, this would not have been the best negotiation strategy for the City. The Tribe has graciously agreed in the MOU to address many pressing needs in the community, over and above impacts that would be identified in an EIR. For instance, the MOU provides \$1,000,000 per year for local schools while the project arguably will have little impact on schools.

The only pressing need in Rohnert Park and Sonoma County that could not be fully addressed in the MOU was U.S. Highway 101 and the Wilfred/Golf Course interchange. I fear that it would be a mistake to wait for the EIR prior to negotiating with the FIGR regarding funds to improve Highway 101. The EIR could well show that the Resort/Hotel/Casino does not significantly contribute to a reduction in the Level of Service (LOS) on U.S. Highway 101.

6750 Commerce Boulevard-Rohnert Park CA 94928-2486 • (707) 588-2227 • Fax (707) 588-2274
www.rpdcity.org

Traffic to and from the Resort/Hotel/Casino will be dispersed among four different routes (see enclosed map). Resort/Hotel/Casino traffic typically occurs at off-peak times during the day. The Level of Service drops to D, E, and F on U.S. Highway 101 and around the Wilfred/Golf Course interchange during the morning and evening commutes but at other times Highway 101 and the interchange operate a LOS C and above. The LOS during commute hours is already so bad that the Resort/Hotel/Casino project traffic probably will not significantly contribute to any further deterioration.

Endo
Danie
date



EXISTING PROPOSED

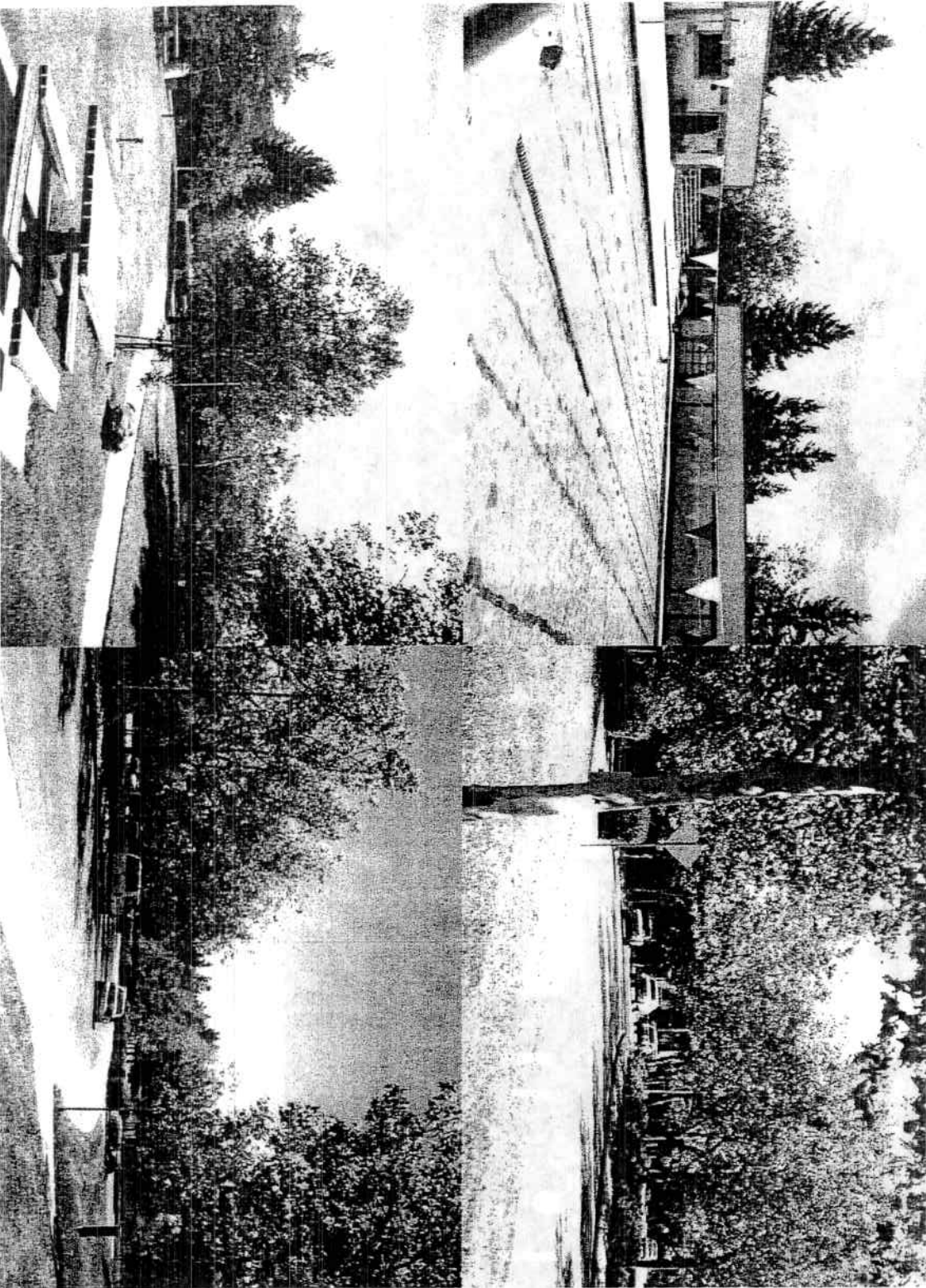
— — — — —

Major Arterial (4 or 6 lanes)

① Golf Course Drive at Snyder Lane ② Golf Course Drive ③ Golf Course Drive ④ Honey Bee Park



① Honeysuckle Park Pool ② ③ ④ Honeysuckle Park looking on to Golf Course Drive



Mr. Robert Geoss,

5-18 04-
RECEIVED AUG 19 200

Mr. Geoss, please consider
the impact of the Rancheria
Tribes hotel + Casino Resort will
have on the environment surrounding
Wilfred Avenue, Stony Point Road,
and East to include all of
Golf Course Drive including
area homes + families.

3-1

Traffic on Highway 101 is
already at a sad state
between Cotati + Santa Rosa as
is the Expressway + Golf Course
exits especially during the week
ends. We are already congested
+ the environment is suffering.

3-2

Sincerely,
Rodney A. Estes
Rodney A. ESTES

8-18-04

RECEIVED AUG 19 2004

Caltrans

Office of Environmental Analysis
P.O. Box 23660

Mail Station 6D

Oakland, CA 94623

I am writing to state that the environmental impacts of the proposed Graton Rancheria Casino need to be considered with regards to the Interchange Project Design.


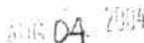

4-1

There must be a better way to proceed and meet future needs.

4-2

Sincerely,

Kathleen Qualcut
478 Floral Way
Robert Park, CA 94928

Letter No. 5, page 1	Comment No.
<p data-bbox="285 338 529 457"> Roger & Kathleen Slagle 989 Hacienda Circle Rohnert Park, CA 94928 August 1, 2004 </p> <p data-bbox="927 369 1170 432">  </p> <p data-bbox="980 457 1122 499">  </p> <p data-bbox="899 527 1214 573">  </p> <p data-bbox="285 554 610 701"> Mr. Robert Gross Office of Environmental Analysis Caltrans P.O. Box 23660 – Mail Station D Oakland, CA 94623 </p> <p data-bbox="285 737 1073 793"> Re: Wilfred Avenue Interchange Project – The Wilfred Avenue/Golf Course Drive Interchange Project, Rohnert Park, CA </p> <p data-bbox="285 827 440 852"> Dear Mr. Gross: </p> <p data-bbox="285 890 1122 1010"> As residents who live adjacent to Golf Course Drive, we have grave concerns regarding the above project and request that these concerns be addressed in assessing the project. Please, also send any minutes of meetings regarding these concerns to our address at the top of this page. </p> <ol data-bbox="318 1041 1130 1646" style="list-style-type: none"> 1. We are deeply concerned that the proposed interchange design creates a potential corridor from a proposed casino on Wilfred Avenue down Golf Course Drive, across Snyder Lane and through to Petaluma Hill Road. Golf Course Drive is already a heavily trafficked neighborhood street with accompanying noise and difficult access and egress. Add to it steady casino traffic and the impacts become monumental. 2. We frequently walk through this neighborhood and cross Golf Course Drive to shop and take care of business at Mountain Shadows Plaza. This can already be dangerous and heart-stopping without the added traffic of tour buses, shuttles, autos, and service vehicles for a casino. This residential area also has many children who walk, bicycle, skate, and skateboard around and across Golf Course Drive, sometimes with little regard to oncoming traffic. 3. Air pollution from Golf Course Drive is already significant. Windows, sills, our parked vehicles, and outdoor furniture are perennially covered with particulates. We breathe this and it would be measurably increased, as would respiratory ailments. 4. Traffic noise is already enough to disturb a light sleeper. With open doors or windows on warm days it can overwhelm soft music and interrupt conversation. 5. Our streets already have plenty of litter from passing traffic. Fast food wrappers, beer and soda bottles adorn the landscaping. We don't want more. <p data-bbox="285 1680 1114 1736"> The proposed casino should be considered in the IS/EA as a probable future project that has cumulative and considerable incremental effect. There needs to be an interchange </p>	<p data-bbox="1398 1079 1438 1104">5-1</p> <p data-bbox="1398 1262 1438 1287">5-2</p> <p data-bbox="1398 1409 1438 1434">5-3</p> <p data-bbox="1398 1520 1438 1545">5-4</p> <p data-bbox="1398 1591 1438 1617">5-5</p>

Letter No. 5, page 2

Comment
No.

design that does not create a corridor from the casino entrance through Golf Course Drive. We understand that other designs were made available to our City Manager. These designs need to be made public and given equal consideration.

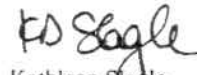
5-6

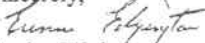
We will be unable to attend the hearing in Rohnert Park on August 5th but wish to express our dismay at this proposal and hope that Caltrans will consider other alternatives with potentially less monumental cumulative impacts on our neighborhood and our quality of life.

5-7

Sincerely,


Roger Slagle


Kathleen Slagle

Letter No. 6	Comment No.
<div data-bbox="915 380 1175 436" data-label="Text"> <p>RECEIVED</p> </div> <div data-bbox="964 468 1118 504" data-label="Text"> <p>AUG 04 2004</p> </div> <div data-bbox="872 537 1213 569" data-label="Text"> <p>OFFICE OF ENVIRON/ANALYSIS</p> </div> <div data-bbox="587 455 839 546" data-label="Text"> <p>990 Echo Ct. Rohnert Park, Ca 94928 August 3, 2004</p> </div> <div data-bbox="267 718 604 837" data-label="Text"> <p>Mr. Robert Gross Office of Environmental analysis P.O. box 23660 Mail Station 6D Oakland, Ca. 94623</p> </div> <div data-bbox="267 894 436 924" data-label="Text"> <p>Dear Mr. Gross:</p> </div> <div data-bbox="267 951 1040 1014" data-label="Text"> <p>Yesterday I took the time to review the Cal Trans ISEA report regarding Golf Course/Wilfred interchange in Rohnert Park.</p> </div> <div data-bbox="267 1041 1156 1218" data-label="Text"> <p>This will totally destroy our quiet neighborhoods and I object. Rohnert Park cannot be compared to Santa Rosa and a Highway 12 extension. Rohnert Park is a planned city incorporated in early 1960's. The majority on City Council along with current City Manager Carl Leivo have been divisive in trying to railroad this through in an effort to continue their negotiations with Stations Casino of Nevada before the election scheduled for August 24.</p> </div> <div data-bbox="267 1245 1149 1306" data-label="Text"> <p>Take the plan with the least invasion of homes along Golf Course Drive. Do not connect this to Petaluma Hill Rd. for a Casino.</p> </div> <div data-bbox="267 1333 609 1365" data-label="Text"> <p>We will defeat this casino project.</p> </div> <div data-bbox="267 1390 1015 1423" data-label="Text"> <p>Why not wait until a new council is elected before making any more plans?</p> </div> <div data-bbox="267 1480 375 1512" data-label="Text"> <p>Sincerely,</p> </div> <div data-bbox="267 1507 492 1570" data-label="Text"> <p> Eunice Edgington</p> </div>	<div data-bbox="1386 1073 1443 1104" data-label="Text"> <p>6-1</p> </div> <div data-bbox="1386 1255 1446 1287" data-label="Text"> <p>6-2</p> </div>

Letter No. 7

Comment
No.

RECEIVED AUG 4 2004

Connie Sultana
933 Hacienda Circle
Rohnert Park, CA 94928-6005

Cal Trans
Attn: Robert Gross
Office of Environmental Analysis
PO Box 23660
Mail Station 6D
Oakland, CA 94623

August 2, 2004

Dear Mr. Gross:

Imagine that you live near a lovely tree-lined street. It has a fair amount of traffic, but generally you don't have to wait too long to make a left turn onto this street every day as you go to work. You can trust that your son is fairly safe as he crosses the street to go to the ice crème parlor. Your bedroom backs onto the street, but the traffic sound isn't overwhelming.

Now you have been told that this street will become a major access route leading to a casino that is soon to open.

This is what will happen to my nearest street – Golf Course Drive in Rohnert Park - in the current design proposal for a Golf Course Drive/Wilfred Avenue Interchange

I have concerns about the increase in noise, decrease in safety for my family, decrease in air quality, increase in trash being tossed from the windows of these vehicles by people who feel no responsibility to this neighborhood, as well as the contamination of pools in the area with diesel fuel.

Please respond in writing to my concerns. Please also inform me of how I can be part of design decisions.

Sincerely,


Connie Sultana

7-1

Letter No. 8	Comment No.
<p style="text-align: right;">RECEIVED AUG 9 2004</p> <p>Caltrans Attn: Robert Gross P.O. Box 23660 Mail Station 6D Oakland, CA 94623 August 7, 2004</p> <p>Re: Wilfred Avenue Interchange or Wilfred Avenue/Golf Course Drive Interchange Project</p> <p>Dear Mr. Gross,</p> <p>I have been following the Cal Trans meetings and literature concerning this interchange and I respectfully request that my concerns be addressed regarding this project. Please respond to these concerns in writing and please send me the minutes to any meetings regarding these concerns to the address below.</p> <p>My name is Joanne Bean and I live at 5308 Daniel Drive in Rohnert Park, CA.</p> <ul style="list-style-type: none"> I am addressing the interchange plan that was displayed at the Cal Trans meeting at the RP Library on August 5, 2004. My main concern is the considerable traffic increase on Golf Course Drive from the proposed casino on Wilfred Avenue. Your plan will make a corridor of traffic to the casino through our residential area, which will create monumental traffic problems 24 hours each day. This will impact Golf Course Drive, Country Club and other neighborhood streets. Show us other new designs that do NOT link Gold Course Drive up to Wilfred Avenue but will just provide easy access to and from highway #101. There must be other interchange designs for the public to view. With this plan our 3 neighborhood schools will be impacted with excessive traffic on Golf Course Drive and other neighboring streets which will be a danger to our children walking to and from school. The swimming pool right on Gold Course Drive will also be affected with the increase of diesel fuel and other air pollution. The size of the vehicles using our city streets is a concern. I do not think Rohnert Park has a truck ordinance so the casino traffic -like big tour buses, delivery vehicles, brinks trucks, shuttles, etc. would contribute to air pollution and provide chaos in traffic on Golf Course Drive. And more importantly, the proposed casino needs to be considered in the IS/EA as a probable future project that has an incremental effect that is cumulative and considerable. I understand that this is a criterion in CEQA Guidelines, even if the project is outside the control of an agency. At your next presentation please use updated maps and include all the businesses and apartment complexes involved in your plan so we can be aware of how many people your plan actually affects negatively. <p>Sincerely, Joanne Bean</p>	<p>8-1</p> <p>8-2</p> <p>8-3</p> <p>8-4</p> <p>8-5</p> <p>8-6</p> <p>8-7</p>

Letter No. 9

Comment
No.

RECEIVED AUG 13 2004

August 10, 2004

Mr. Robert Gross
Caltrans
Office of Environmental Analysis
P.O. Box 23660
Mail Station 6D
Oakland, CA 94623

Wilfred Ave. Interchange Project/The Wilfred Avenue/Golf Course Drive Interchange Project

This asks that the following concerns be addressed regarding the above named project. Please send any meeting minutes regarding this subject to me at 4512 Foust Ct. Rohnert Park, CA 94928. My home backs up to Golf Course Drive.

- Considerable traffic impacts from a proposed casino on Wilfred Avenue, and that this interchange design creates a corridor from the casino entrance down Golf Course Drive concerns me. 9-1
- The proposed casino must be considered in the IS/EA as a **probable future project** that has an incremental effect that is cumulative and considerable. 9-2
- There must be an interchange design that does not create a corridor from the casino entrance down through Golf Course Drive. **The other design options made available to City Manager, Carl Levio, must be made public.** 9-3
- Air pollution will rise significantly from casino vehicles like Brink's style trucks, service vehicles, casino tour buses, shuttles and autos on this Golf Course Drive corridor 24 hours a day, 7 days a week. Diesel fuel exhaust and particulates would cover pool water at Honeybee Park as well as my own pool and those of my neighbors. 9-4
- Vibrations and noise from casino tour buses and Brink's trucks would negatively affect the quality of life in this neighborhood 24/7. 9-5
- Danger to pedestrians from increased casino traffic would impede mobility to stores and bus stops, particularly for children and the disabled. Marguerite Hahn Elementary School backs up to Golf Course Drive. 9-6


Thank you for your prompt attention to this matter.

Sincerely,

Glorianne Naughton

Glorianne Naughton
4512 Foust Ct.
Rohnert Park, CA 94928

Letter No. 10	Comment No.
<p style="text-align: right;">RECEIVED AUG 16 2004</p> <p>Subj: Wilfred Ave/Golf Course Drive Interchange Project Date: 08/10/2004 12:08:17 Pacific Daylight Time From: kel~~~~@comcast.net To: NaughtonMT@aol.com</p> <p>August 10, 2004</p> <p>Mr. Robert Gross Caltrans Office of Environmental Analysis P.O Box 23660 Mail Station 6D Oakland, CA 94623</p> <p>Wilfred Ave. Interchange Project/The Wilfred Avenue/Golf Course Drive Interchange Project</p> <p>This asks that the following concerns be addressed regarding the above named project. Please send any meeting minutes regarding this subject to me at 167 Firethorn Drive Rohnert Park, CA 94928. My home backs up to Golf Course Drive.</p> <p>Considerable traffic impacts from a proposed casino on Wilfred Avenue, and that this interchange design creates a corridor from the casino entrance down Golf Course Drive concerns me. 10-1</p> <p>The proposed casino must be considered in the IS/EA as a probable future project that has an incremental effect that is cumulative and considerable. 10-2</p> <p>There must be an interchange design that does not create a corridor from the casino entrance down through Golf Course Drive. The other design options made available to City Manager, Carl Levio, must be made public. 10-3</p> <p>Danger to pedestrians from increased casino traffic would impede mobility to stores and bus stops, particularly for children and the disabled. Marguerite Hahn Elementary School backs up to Golf Course Drive. 10-4</p> <p>Air pollution will rise significantly from casino vehicles like Brink's style trucks, service vehicles, casino tour buses, shuttles and autos on this Golf Course Drive corridor 24 hours a day, 7 days a week. Diesel fuel exhaust and particulates would cover pool water at Honeybee Park as well as my own pool and those of my neighbors. 10-5</p> <p>Vibrations and noise from casino tour buses and Brink's trucks would negatively affect the quality of life in this neighborhood 24/7. 10-6</p> <p>Thank you for your prompt attention to this matter.</p> <p>Sincerely,</p> <p>Michael Naughton 167 Firethorn Drive Rohnert Park, CA 94928</p>	

Letter No. 11	Comment No.
<p data-bbox="873 296 1192 359">RECEIVED AUG 18 2004</p> <p data-bbox="289 365 456 394">August 16, 2004</p> <p data-bbox="289 548 623 726">Mr. Robert Gross Cal Trans Office of Environmental Analysis P.O. Box 23660/Mail Station 6D Oakland, CA 94623</p> <p data-bbox="289 758 873 821">Re: Rohnert Park Wilfred Avenue/Golf Course Drive Interchange Project</p> <p data-bbox="289 852 440 877">Dear Mr. Gross:</p> <p data-bbox="289 915 1143 1031">We are adamantly opposed to the scope of the above referenced project. Through the back yard of our home, Golf Course Drive has increasingly become a noise hazard over the past few years. We cannot imagine that the City of Rohnert Park is considering increasing the lanes from two, to possibly four or even six lanes.</p> <p data-bbox="289 1062 1162 1241">After looking through the CEQA/NEPA study EA 129650, we are amazed that the study states that there are NO impacts on every item listed on pages 59-68 (with few exceptions of "less than significant"). How can the incredible increase in traffic, therefore noise, air pollutants, dust, accidents & emergency vehicles, to name a few, and the impacts on our lives be ignored? (Perhaps whomever was paid to do this "study" should give the money back?).</p> <p data-bbox="289 1272 1146 1367">Please give serious consideration before granting approval for this project. While better traffic flow under the 101 Freeway at Wilfred would be beneficial, turning our neighborhood into a new hazardous "freeway" is not okay.</p> <p data-bbox="289 1398 383 1423">Sincerely,</p> <p data-bbox="256 1423 651 1493"></p> <p data-bbox="289 1514 532 1608">Ken & Linda Lamb 5734 Dexter Circle Rohnert Park, CA 94928</p>	<p data-bbox="1406 926 1463 957">11-1</p> <p data-bbox="1406 1104 1463 1136">11-2</p> <p data-bbox="1406 1251 1463 1283">11-3</p>

Letter No. 12

Comment
No.

RECEIVED AUG 17 2004

982 Hacienda Circle
Rohnert Park, CA 94928
August 15, 2004

Cal Trans
Attn: Robert Gross, Office of Environmental Analysis
P.O. Box 23660 Mail Station 6D
Oakland, CA 94623

Dear Mr. Gross:

I have been a resident and homeowner in Rohnert Park since 1980, and I have lived in the northeast section of Rohnert Park at my current address since 1986. It has always been a lovely residential area where residents can walk in well maintained, tranquil neighborhoods, and where the children can play or go to the local Honeybee Park. They may also swim during the warmer months in the outdoor, neighborhood Honeybee pool or play in the outdoor tennis and basketball courts. It is a well used park and pool.

The Honeybee park and pool are located steps away from the current Golf Course Drive, a divided 4 lane road with attractive foliage and trees in the center divider. Traffic seems limited on this current road, so there seems to have been no major disruption or threat to residents living and pursuing recreation in this area from this limited traffic.

Unfortunately, there seem to be plans to widen Golf Course Drive, connecting it to Wilfred Avenue under the Highway101-freeway, in order to accommodate tremendously increased traffic from the proposed Casino in Rohnert Park, which is to have its entrance onto Wilfred Avenue. The pollution from this increased traffic, including 24 hour buses, will certainly impact upon the health of anyone using the the Honeybee Park and Pool, in particular children whose lungs are so vulnerable to asthma or other illnesses from early childhood exposure to these aerosolized pollutants from diesel and gasoline exhausts. And, these same pollutants then contaminate ground water affecting a wider area of a densely residential neighborhood including nearby schools (e.g. The Hahn School).

This quiet neighborhood area of middle class families will be deeply disturbed by the motor and vibration noise from the Casino auto traffic and 24 hour buses. The current beauty of the area will suffer from the unesthetic loss of foliage along the route, from the traffic jams, and from the increased trash that transients coming just to gamble may leave lying around our community. I also wonder about the safety of citizens living in an area that may have up to 24,000 autos some days just coming into the area for gaming reasons.

I do not know if the voice of a single citizen who cares about her neighborhood can have any impact on these decisions, but I would hope so and that. at the very least, easy access from casino traffic be discouraged from coming to the residential east side of Rohnert Park.

Very truly yours,


Dolores Ali, M.D.

12-1

12-2

12-3

Letter No. 13	Comment No.
<p style="text-align: right;">RECEIVED AUG 17 2004</p> <p style="text-align: right;">Jan Ogren 928 Hudis St. Rohnert Park, CA 94928 (707) 584-7167</p> <p>Caltrans Attn: Robert Gross Office of Environmental Analysis P. O. Box 23660 Mail Station 6d Oakland CA 94623</p> <p style="text-align: right;">August 16, 2004</p> <p>Re Wilfred Avenue Interchange Project also referred to as the Wilfred Avenue/golf Course Drive interchange project.</p> <p>Dear Mr. Goss,</p> <p>I was at the meeting where plans for the Golf course interchange project were displayed.</p> <p>I repeatedly asked Caltrans employees to explain the benefits for this costly project and the only response I received was that it had been requested from the city council.</p> <p>It is obvious to me that the only reason for this is in response to a proposed Casino on Wilfred avenue.</p> <p>I do not believe Caltrans funds and employees should be used for a private endeavor such as Station House Casinos, Las Vegas. This would severely disrupt local traffic, would create a huge delay in traffic on 101 while being built and would only serve the interests of a small corporation.</p> <p>I think the improvements to Rohnert Park Expressway have helped congestion in the city tremendously. We have a good interchange now and there is no point in doing an underpass so close to an overpass that already exists.</p> <p>Rohnert Park expressway was built as a through - avenue for Rohnert Park. But golf course drive is a windy street in a neighborhood filled with houses. We already had a tragedy with a young man speeding on golf course and dying last year. This is not a street that should or can be used for massive traffic through Rohnert Park to a casino.</p> <p>My name is Jan Ogren and I live at 928 Hudis street, Rohnert Park CA 94928. Golf Course Drive is the main street I use, and is very close to my home.</p> <p>I respectfully request that the following concerns be addressed regarding this project. Please respond to theses concerns in writing and please send any minuets of any meeting regarding these concerns to my address.</p> <p>Thank you.</p> <p style="text-align: right;"><i>Jan Ogren</i></p>	<p>13-1</p> <p>13-2</p> <p>13-3</p> <p>13-4</p> <p>13-5</p>



EXECUTIVE OFFICE
04 AUG - 3 AM 11:43

824 Liana Court, Rohnert Park, CA 94928 • 707-792-9935 • www.info@lippinassociates.com

Bijan Sartipi, District Director
Department of Transportation
PO Box 23660
Oakland, CA 94623-0660

August 2, 2004

Re: Proposed Project for 101 widening at Rohnert Park

Dear Sir,

As I am unable to attend the 3-hour window of opportunity to dialogue with representatives of Caltrans on August 5th, I am writing to let you know that while I am in favor of adding another lane to our extremely congested stretch of 101 in the area being considered, I am **ABSOLUTELY OPPOSED** to having that lane being an HOV subject to all the rules of carpool lanes.

You must understand that this area does not carry the ordinary commute traffic any more than it carries single drivers on their way to medical appointments, shoppers, errand runners of all descriptions, and many others like me who are sole proprietors of small, independent businesses. If you were to post observers or cameras on the stretch of 101 that has already been widened to accommodate a carpool lane during the requisite morning and afternoon hours, you would see that they do not handle a lot of traffic. You would see that single drivers in cars in the adjacent lanes are backed up, or at least traveling more slowly, while infrequent hov's go by in the carpool lane.

I voted for the road widening. I felt totally betrayed when that extra lane was designated as carpool. I must not have been paying attention as certainly it was discussed. I recognize that one can't go from carpool lane to not carpool lane and then back again. What Caltrans needs to do is **remove** the hov requirement from any part of 101 north of Novato as it is the only decision that makes sense.

Please let me know that this matter is being studied and will be acted upon. I am a very frustrated private citizen who has her own company and does use 101 frequently. The congestion I need to face in the normal course of my personal and professional transportation needs is driving me out of the county.

Thank you in advance for your consideration of this matter,
Laurie B. Lippin, Ph.D.

14-1

14-2

14-3

14-4

RECEIVED AUG 19 2004

ROBERT GIBBS
OFFICE OF ENVIRONMENTAL ANALYSIS
OAKLAND, CA 94613

AUG. 18, 2004

MR. GIBBS,

I'VE REFRAIN FROM HISTORICAL AND STRIDENT
ACCUSATIONS OVER SEEMINGLY HEAVY-HANDED, SELF-
SERVING EFFORTS BY OUR LOCAL CITY GOVERNMENT,

THOUGHT GIVEN THE APPARENT EFFORTS EMPLOYED
BY THE CITY COUNCIL AND CITY MANAGER TO FACILITATE
THE ACCEPTANCE AND CONSTRUCTION OF A NEW
RT 101/WILFRED AVE INTERCHANGE HERE IN
ROHNERT PARK, ONE CERTAINLY CAN'T HELP BUT
WONDER AT THEIR MOTIVES.

AFTER LOOKING AT MAPS OF THE PROPOSED
"IMPROVEMENT," IT SEEMS EVIDENT TO ME THAT THE
NEW INTERCHANGE LINKING WILFRED AVE AND GOLF
COURSE DR. INTO A SINGLE EAST/WEST FREE-WAY
IS BEING DONE NOT FOR THE BENEFIT OF THE LOCAL
RESIDENTS, BUT FOR THE IMPROVED ACCESS TO THE
PROPOSED CASINO JUST WEST OF THE CITY BOUNDARY.

15-1

IT WOULD APPEAR THAT HOW THIS WOULD
IMPACT A PRESENTLY QUIET RESIDENTIAL NEIGHBORHOOD
IS BEING IGNORED. INDEED, NO PUBLIC INPUT HAS BEEN
SOUGHT, NOR EVEN CONSIDERED. IT ACTUALLY APPEARS
THAT THROUGH MISINFORMATION AND OBUSCATION, THE
PUBLIC'S OPTIONS AND WISHES ARE BEING SPECIFICALLY
AVOIDED.


15-2

THERE ARE CERTAINLY OTHER OPTIONS AVAILABLE
FOR THIS INTERSECTION BESIDES WHAT THE

7-2-00
MAYOR AND CITY MANAGER WANT TO PUSH THRU.
AN CHANGE AT ALL WOULD CERTAINLY BE AN
ALTERNATIVE THOUGH PERHAPS NOT THE BEST CHOICE.

TWO OTHER OPTIONS WERE BRIEFLY DISCUSSED AT
COUNCIL MEETINGS BUT HAVE NOT BEEN REPEALED.

I WOULD LIKE TO URGE YOU TO CONSIDER ALL
POSSIBILITIES AND THEIR INHERANT IMPACTS BEFORE
RESPONDING TO THE WISHES OF A FEW WHOSE
NEUTRALITY IS SOMEWHAT SUSPECT.

RESPECTFULLY,

JEREMY DONLEY

15-3

Letter No. 16

Comment
No.

RECEIVED AUG 17 2004



July 22, 2004

Rey Centeno
Project Manager
California Department of Transportation
P.O. Box 23440
Oakland, CA 94623-0440

Re: U.S. Highway 101 Widening/HOV Lane between Rohnert Park Expressway and Santa Rosa Avenue, Sonoma County - Review of Initial Study/Environmental Assessment

Dear Mr. Centeno:

Golden Gate Bridge, Highway and Transportation District (District) appreciates the opportunity to comment on the above referenced document. District previously submitted comments on this project and Preliminary Plan Sheet to Mr. Jonathan Lee on May 28, 2004; this submittal is attached for your reference. District offers the following comments on the referenced document.

District fully supports plans to install an HOV lane on U.S Highway 101 (US 101) between Rohnert Park Expressway and Santa Rosa Avenue in Sonoma County. This project will allow Golden Gate Transit (GGT) buses to better serve its customers in Sonoma County, as well as make full use of the existing HOV lane on US 101 between Santa Rosa Avenue and Highway 12.

District also supports installation of bus pads at the new Wilfred Avenue interchange. According to Figure 1-4A (page 11) the northbound bus pad will permit GGT to serve the existing park-and-ride lot on Roberts Lake Drive without exiting the freeway and circulate on local streets. This figure also proposes a southbound bus pad on the on-ramp, on the far-side of a Wilfred Avenue signalized intersection. As mentioned in our May 28th correspondence, the location of this bus pad requires all GGT buses to exit US 101, thereby reducing the efficiency obtained by GGT to utilize the HOV lane. District requests consideration be given to locating the southbound bus pad along the mainline.

District recommends installation of bus shelters by a third party with advertising panels. These shelters provide the opportunity to install a no-cost and maintenance-free shelter for the proposed bus pads. District has a similar shelter program in place for the US 101 bus pads in Marin County.

Please contact Maurice Palumbo at 415-257-4431 if you have any questions.

Very truly yours,

Alan R. Zahradnik
Planning Director

Attachment

c: Maurice Palumbo, Principal Planner
Rodney Noda, Caltrans
Suzanne Wilford, SCTA
H:\GMP\ESTIMATION\RPESR03.doc

1011 ANDERSEN DRIVE • SAN RAFAEL, CA 94901-5381 • USA

16-1

16-2

16-3

Letter No. 17

Comment
No.



RECEIVED AUG 19 2004
RECEIVED AUG 19 2004
UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL MARINE FISHERIES SERVICE
Southwest Region
777 Sonoma Ave., Room 325
Santa Rosa, CA 95404-6528

August 17, 2004

In Response Refer to:

150201SWR049325: DL

Robert Gross
California Department of Transportation
Office of Environmental Analysis
Post Office Box 23660 Mail Station 6D
Oakland, California 94623

Dear Mr. Gross:

This letter regards the Wilfred Avenue Interchange Project and Route 101 HOV Widening project (Project) proposed by the California Department of Transportation (CalTrans) and the Federal Highway Administration (FHWA). The project area is within the range of Central California Coast (CCC) coho salmon (*Oncorhynchus kisutch*), California Coastal Chinook salmon (*O. tshawytscha*), and CCC steelhead (*O. mykiss*), and the designated critical habitat of CCC coho salmon is present in and near the project area. The likelihood of encountering CCC coho salmon or CC Chinook salmon in or near the project area is negligible; however, the likelihood of encountering CCC steelhead is debatable and worth additional investigation.

17-1

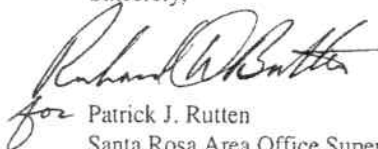
Steelhead have been documented in Copeland Creek and the Laguna de Santa Rosa by the California Department of Fish and Game, the Sonoma County Water Agency, and consulting firms. Both Hinebaugh Creek and Copeland Creek drain directly to the Laguna de Santa Rosa. Copeland Creek is the nearest Laguna de Santa Rosa tributary to Hinebaugh Creek, and Hinebaugh Creek may connect to Copeland Creek, through culverts, during times of high flows. Although Hinebaugh Creek and Wilfred Channel are mentioned in the environmental assessment (EA), the EA does not document any surveys for fish at or near the Project, so it is not clear that CalTrans or FHWA considered potential impacts to steelhead from the Project. Given the proximity of Copeland Creek and the Laguna de Santa Rosa to the construction site, the documented presence of steelhead in those streams and the potential connection of Copeland Creek to Hinebaugh Creek, the National Marine Fisheries Service (NOAA Fisheries) recommends that CalTrans and FHWA conduct a more thorough analysis of the likelihood of steelhead presence and the potential impact of the Project on steelhead. The results of that analysis will affect any potential Endangered Species Act consultation process.

)
)
) 17-2
)
)
)
)

Even if one assumes that steelhead utilize Hinebaugh Creek, the EA lacks sufficient detail to evaluate any potential risk to steelhead from the Project. In particular, specific construction date windows and construction activity techniques relative to the crossings of Hinebaugh Creek.

) 17-3
)



Letter No. 17, page 2	Comment No.
<p data-bbox="716 369 743 394" style="text-align: center;">-2-</p> <p data-bbox="250 430 1195 491">Wilfred Channel, or any other waterbody within in the Project area not identified within the EA. This information is essential to adequately evaluate the Project's potential effects.</p> <p data-bbox="250 522 1187 611">Thank you for the opportunity to comment on the Project. We look forward working with CalTrans and FHWA in the protection of listed species. If you have questions concerning these comments, please contact Mr. Daniel Logan at (707) 575-6053.</p> <p data-bbox="724 644 824 672" style="text-align: center;">Sincerely,</p> <div data-bbox="639 667 1071 854" style="text-align: center;">  for Patrick J. Rutten Santa Rosa Area Office Supervisor Protected Resources Division </div> <p data-bbox="245 886 563 913">cc: Jim Lecky, NOAA Fisheries</p>	<p data-bbox="1393 413 1484 483" style="text-align: center;">17-3 cont'd</p>

Letter No. 18

Comment
No.



PLANNING
DIVISION

Gregory A. Nordin
Mayor

Amie L. Spradlin
Vice-Mayor

Armando F. Flores
Councilmember

Jake Mackenzie
Councilmember

Vicki Vidak-Martinez
Councilmember

Carl Eric Leivo
City Manager

Steve Donley
Assistant City Manager

Judy Hauff
City Clerk

Michelle Kenyon
Gabrielle Whelan
Interim City Attorneys

August 10, 2004

Robert L. Gross
Office of Environmental Analysis
Mail Code 6-D
Caltrans District 4
P.O. Box 23600
Oakland, CA 94623-0660

RECEIVED AUG 10 2004

Subject: Initial Study/Environmental Assessment for Wilfred Avenue Interchange Project

Dear Mr. Gross:

Thank you for providing the City of Rohnert Park ("City") with a Draft of the above document dated July, 2004. The following are items that we would like to see addressed in the Final Initial Study/Environmental Assessment for this project:

Page 9: Improvements to Route 101 from Old Redwood Highway to Rohnert Park Expressway are listed to include "a full diamond interchange at Railroad Avenue." This interchange is not a part of the current project, per recent Sonoma County Transit Authority action

18-1

Page 16: The Environmental Consequences section notes that "[n]o known development would be directly impaired or limited by the proposed project." There are two existing buildings that would be affected by the project, however. These are the "Boulevard Grill," which would remain albeit with its parking area converted to park-and-ride lot use, and the prior "Winston Tire" building, which is currently occupied by a church and is intended to be demolished to accommodate the project.


18-2


Page 16: The Affected Environment section notes that Table B-1 lists projects that "have been approved or are being proposed in the city of Rohnert Park and Cotati." This list is incomplete and should include the University District and Northeast Specific Plans. These are both currently in the "environmental studies underway" stage. (Note: the table erroneously indicates that the "University District Specific Plan" includes student housing and has a Draft EIR from 1999, however, the project referred to is the Sonoma State University Master Plan project, approved in 2000.)


18-3

Page 18: Under 2.3.3 Relocations - Environmental Consequences, it is noted that there is "a vacant tire store at 5050 Commerce Boulevard..." and that "25 restaurant employees would be impacted by the displacement" of the Boulevard Grill. The vacant tire store is actually in use as a church and that use would be impacted by the project. There is also a question as to what becomes of the restaurant once its parking lot becomes a park-and-ride lot.

18-4

Letter No. 18, page 1	Comment No.
<p>Page 33: Under Affected Environment, there is a discussion of the highway landscaping that "consists mostly of informal groups of redwood trees, approximately 220, interspersed with ornamental shrubs" that "includes a nearly continuous row of 120 trees along the highway's east side spanning from Rohnert Park Expressway northward..." These trees have, for the most part, been removed as a part of the Rohnert Park Expressway interchange project, so this statement is incorrect.</p>	18-5
<p>Page 35: Under Environmental Consequences, it is noted that "the project would not have adverse effects on scenic vistas. The aforementioned removal of trees could potentially be significant.</p>	18-6
<p>Page 36: The photos showing the "existing condition" do not reflect the aforementioned removal of trees along the east side of the Highway 101 right-of-way and this should be corrected.</p>	18-7
<p>Page 37: The mitigation measures at the top of the page include the replanting of trees along the highway and around the interchange where feasible. The Highway 101 widening project to the north included the use of guardrails to protect existing redwoods, and this should be explored here as well.</p>	18-8
<p>Page 39: The second full paragraph, second sentence, which compares the project to a similar one in Alameda County, indicates that "Golf Course Drive represents the joining of two major State Routes, plus a connector to downtown Hayward." It appears that this is referring to Foothill/Mission Boulevard and not Golf Course Drive.</p>	18-9
<p>Page 52: The section on Tree Removal and the Migratory Bird Treaty Act does not reflect the aforementioned removal of trees along the east side of Highway 101. We also recommend that guardrails be used to protect existing trees to the extent feasible.</p>	18-10
<p>Page 70: Table B-1 should be amended to include the University District and Northwest Specific Plans, which are both in environmental review. Also, the "University District Specific Plan" is indicated to be a student housing project, which is incorrect. The project that should be referred to is the Sonoma State University Master Plan, approved in 2000.</p>	18-11
<p>Page 79: Table E-1 needs to include the University District Specific Plan, which is in environmental review, and the Northwest Specific Plan, which is in preliminary review. It should also be noted that the Wilfred/Dowdell Specific Plan (not "Village") is currently in environmental review and no construction has taken place.</p>	18-12
<p>Again, thank you for this opportunity to comment. If you should have any questions, please feel free to contact me at (707) 588-2231.</p> <p>Sincerely,</p>  <p>Ron Bendorff Senior Planner</p> <p>Cc: City Councilmembers (5) Planning Commissioners (5) Carl Eric Leivo, City Manager Darrin Jenkins, City Engineer</p>	

Letter No. 19, PUC Letter	Comment No.
<p>STATE OF CALIFORNIA PUBLIC UTILITIES COMMISSION 511 STREET, SUITE 1119 SACRAMENTO, CA 95814</p> <p>ARNOLD SCHWARZENEGGER, Governor</p>  <p>September 28, 2004</p> <p>File No. 183-49/1085-48.50 Golf Course Drive rail crossing</p> <p>Patrick Coggins California Department of Transportation Office of Right of Way 111 Grand Avenue Oakland, CA 94623</p> <p>RE: Rohnert Park project diagnostic meeting</p> <p>Dear Mr. Coggins:</p> <p>This letter is in response to the project meeting held on September 23, 2004 with California Department of Transportation and the California Public Utilities Commission (Commission) at the Golf Course Drive highway-rail crossing in Rohnert Park.</p> <p>The proposed project would extend Golf Course Drive under the Route 101 freeway and create a 4-way intersection at the Golf Course Drive rail crossing. Two of the intersecting streets will intersect the tracks at a very pronounced skew. In addition to this project, the railroad is proposing to add a second track through the area. This design, coupled with the proposed addition of the second track, would create an extremely hazardous at-grade highway-rail crossing.</p> <p>Therefore Commission staff recommends that the current design be reconsidered and that the intersection be completely grade separated or moved to a location that does not bring it into conflict with the railroad crossing.</p> <p>If the project to modify the intersection is not done, the railroad crossing must still be improved to account for the increase in traffic that the extension of Golf Course Drive under the freeway will create. This improvement will include, but not be restricted to, new automatic warning devices with cantilevers and gates (CPUC Standard #9A's), raised medians and pre-emption. A full diagnostic review by Commission staff will be required before any improvements are done.</p>	<p>)</p> <p>)</p> <p>)</p> <p>) 19-1</p> <p>)</p> <p>)</p> <p>)</p> <p>19-2</p>

Letter No. 19, Page 2	Comment No.
<p data-bbox="245 323 418 401"> Page 2 September 28, 2004 Patrick Coggins </p> <p data-bbox="245 480 1097 531"> If you have any questions regarding this matter, or any other issues, please feel free to contact me at (916) 324-7134. </p> <p data-bbox="245 764 600 919"> Sincerely,  David Stewart Utilities Engineer Consumer Protection and Safety Division </p> <p data-bbox="245 968 493 993"> Cc: Norma Jellison SMART </p>	

Comment Cards 1 & 2

Response
No.

COMMENT CARD

Name (Please Print) LINDA WAY
 Address (Home) 884 HUDIS ST. city POWERT PARK state CA zip code 94926
 Authorized Representative (Name of organization or agency) _____
 Address (Business) _____ city _____ state _____ zip code _____
 Comments: I AM EXTREMELY CONCERNED ABOUT
THE IMPACT ON THE PROPOSED INTERCHANGE
WILL HAVE ON GOLF COURSE DR. TO
SNYDER AVE. - I DO NOT WANT 6 LANE



For more comments use reverse side.

CC-1

COMMENT CARD

Name (Please Print) CHUCK EDGINGTON
 Address (Home) 990 ECHO CT city RP state CA zip code 94926
 Authorized Representative (Name of organization or agency) RETIRED
 Address (Business) _____ city _____ state _____ zip code _____
 Comments: Delay til Corridor considered.
Interplay between our present City
Council + Caltrans ? Citizens
were out of City loop!



For more comments use reverse side.

CC-2

Comment Cards 3 & 4

Response
No.

COMMENT CARD

Name (Please Print) Lynne Conde
Address (Home) 5732 Dexter city R.P. state Ca. zip code 945
Authorized Representative (Name of organization or agency) Resident

Address (Business) _____ city _____ state _____ zip code _____

Comments: Please delay this until After
the casino is decided - at least
8 years. Not now.

Caltrans

For more comments use reverse side.

COMMENT CARD

Name (Please Print) Dawn Turner
Address (Home) 4575 Heath Cir. city Rohnert Park state CA zip code 9490
Authorized Representative (Name of organization or agency) _____

Address (Business) _____ city _____ state _____ zip code _____

Comments: The "punch-through" plan from Golf Course
Drive to Wilfred Avenue will be destructive to
our neighborhood environment. Increased pollution,
diesel fumes, noise from traffic from Wilfred
will pollute swimming pools & damage all the trees

Caltrans

For more comments use reverse side.

CC-3

CC-4

Comment Card No. 5 & 6

Comment
No.

COMMENT CARD

Name (Please Print) GEORGE STEFFENSON
 Address (Home) 821 SANTA DOROTEA city ROSENDALE PARK state CA zip code 94926
 Authorized Representative (Name of organization or agency) _____
 Address (Business) _____ city _____ state _____ zip code _____
 Comments: EXCELLENT PROJECT - IT'S ABOUT TIME -
I WISH IT COULD BE STARTED SOONER.

CC-5



For more comments use reverse side.

COMMENT CARD

Name (Please Print) Carlos Clemmer
 Address (Home) 5000 Llano Rd city Sebastopol state Calif zip code 95472
 Authorized Representative (Name of organization or agency) _____
 Address (Business) Same city _____ state _____ zip code _____
 Comments: Thanks for listening. looks like a
good project. keep up the good work?
CHC

CC-6



For more comments use reverse side.

Comment Cards 6 & 7

Response
No.

COMMENT CARD

Name (Please Print) N Murata
Address (Home) Pc Bay 1461 city Robert state 94927
Park zip code
Authorized Representative (Name of organization or agency)

Address (Business) city state zip code

Comments: Utilize Robert Park Expressway to Stony
Point Road to Wilfred Avenue as opposed to
a new \$4 to 8 million project on Golf Course
Drive which is a waste of tax payers
money

Caltrans

For more comments see reverse side.

CC-7

COMMENT CARD

Name (Please Print) Diane Bell
Address (Home) 211 Firethorn city Robert Park state CA zip code 949
Authorized Representative (Name of organization or agency)

Address (Business) city state zip code

Comments: Until we know for sure what
is happening with the casino there
should be no change in Golf Course Drive
there should be no additional traffic
on Golf Course Drive where our children
are crossing the street to get to the
pool, to the grocery store & to & from school.

Caltrans


For more comments see reverse side.

CC-8

Comment Cards 8 & 9


Response
No.

COMMENT CARD

Name (Please Print) Eunice Edgington
 Address (Home) 990 Echo St city Rohrer Park state Pa zip code 9492
 Authorized Representative (Name of organization or agency) _____
 Address (Business) You Need to do a study with a possible Casino city _____ state _____ zip code _____
 Comments: This is not Santa Rosa i.e. what
you did on Highway 12 Interchange
This is a planned city - This project will split
the city - Stop the project until after the
Aug 24/04 ^{recall} election and after Nov. election. We do not have
democracy in Rohrer  Part. Will have honest Council members after the 2 elections
 For more comments use reverse side.

CC-9

COMMENT CARD

Name (Please Print) Lawrence W. Long
 Address (Home) 944 Helen Court city Rohrer Park state CA zip code 9492
 Authorized Representative (Name of organization or agency) _____
 Address (Business) _____ city _____ state _____ zip code _____
 Comments: I would like Caltrans to consider the
impact the future Casino will have on all
traffic in R.P. I request Caltrans to do a
^{CEQA} ~~So~~ & Analysis using the Casino traffic
impact  Lawrence W. Long
 For more comments use reverse side.

CC-10

Comment Cards 11& 12

Response
No.

COMMENT CARD

Name (Please Print) Jim Bell
 Address (Home) 211 FIRETHORN DR city ROHNERT PARK state CA zip code 94928
 Authorized Representative (Name of organization or agency) _____
 Address (Business) _____ city _____ state _____ zip code _____
 Comments: I DO NOT WANT THIS INTERCHANGE BECAUSE OF THE CASINO
PLEASE SPEND THE MONEY ON WIDENING 101 FROM
NOVATO TO PETALUMA.

CC-11



FOR MORE COMMENTS AND FORMS GO TO:



COMMENT CARD



Name (Please Print) Carol J. O'Donnell
 Address (Home) 576 Racquet Club Rohnert Park CA 94928
 Authorized Representative (Name of organization or agency) _____
 Address (Business) _____ city _____ state _____ zip code _____
 Comments: re Wilfred Ave Interchange Project
Who suggested this project? Why
not use the money to widen 101
through Santa Rosa & down (south)
to Novato. Are you getting money
for this from Nevada Casino interests


CC-12




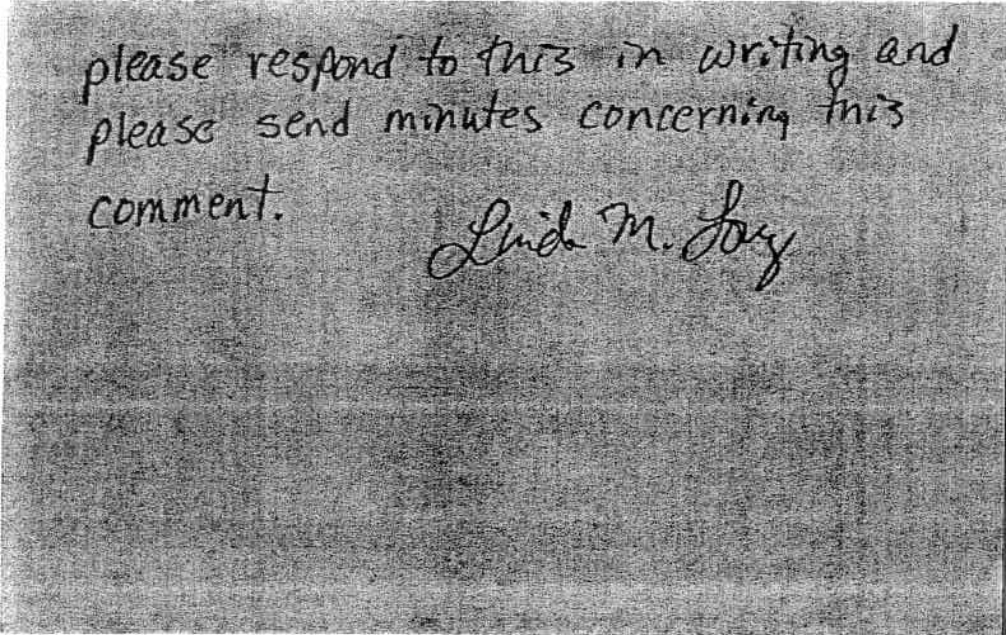
FOR MORE COMMENTS AND FORMS GO TO:

Comment Cards 13 & 14	Response No.
<div data-bbox="397 237 1177 273" style="background-color: black; color: white; text-align: center; padding: 2px;">COMMENT CARD</div> <p>Name (Please Print) <u>Suzanne Anderson</u></p> <p>Address (Home) <u>886 Holly Ave</u> City <u>Robert Park</u> State <u>CA</u> Zip Code <u>94728</u></p> <p>Authorized Representative (Name of organization or agency) _____</p> <p>Address (Business) _____ City _____ State _____ Zip Code _____</p> <p>Comments: <u>I am against "speeding up" this project just so a casino would benefit. The casino is NOT a "Done Deal" No federal or state OK's have been done - The City is pushing this because they are in the midst of a recall</u></p> <div data-bbox="673 682 901 724" style="text-align: center;">  </div> <p style="text-align: right; font-size: small;">For more comments see reverse side.</p>	CC-13
<div data-bbox="397 770 1177 806" style="background-color: black; color: white; text-align: center; padding: 2px;">COMMENT CARD</div> <p>Name (Please Print) <u>DONNA CREEDON</u></p> <p>Address (Home) <u>5459 DANIEL DR. ROBERT PARK</u> City <u>CA</u> Zip Code <u>94720</u></p> <p>Authorized Representative (Name of organization or agency) _____</p> <p>Address (Business) _____ City _____ State _____ Zip Code _____</p> <p>Comments: <u>I AM NOT HAPPY WITH YOUR TRAFFIC PLAN FOR OUR BEAUTIFUL CITY!!</u></p> <div data-bbox="673 1207 901 1249" style="text-align: center;">  </div> <p style="text-align: right; font-size: small;">For more comments see reverse side.</p>	CC-14

Comment Cards 15 & 16	Response No.
<div data-bbox="277 233 1206 275" style="background-color: black; color: white; text-align: center; padding: 2px;">COMMENT CARD</div> <p>Name (Please Print) <u>Peter SUDANA</u></p> <p>Address (Home) <u>933 HACIENDA</u> city <u>RP</u> state <u>CA</u> zip code <u>94928</u></p> <p>Authorized Representative (Name of organization or agency) _____</p> <p>Address (Business) <u>6010 Commercial #152</u> city <u>RP</u> state <u>CA</u> zip code <u>94928</u></p> <p>Comments: <u>The Wilfred-Ave → Golf Course</u> <u>connection could be change Golf</u> <u>Course drive from a quiet residential</u> <u>area to a high traffic area. - leading</u> <u>right up to a casino.</u></p> <div data-bbox="602 768 870 814" style="text-align: center;"></div> <p style="text-align: right; font-size: small;">For more comments use reverse side.</p>	CC-15
<div data-bbox="269 873 1198 930" style="background-color: black; color: white; text-align: center; padding: 2px;">COMMENT CARD</div> <p>Name (Please Print) <u>Kim Elwell</u></p> <p>Address (Home) <u>1137 Copeland Creek</u> city <u>Rohnert Park</u> state <u>Ca.</u> zip code <u>94928</u> <u>Drive</u></p> <p>Authorized Representative (Name of organization or agency) _____</p> <p>Address (Business) _____ city _____ state _____ zip code _____</p> <p>Comments: <u>Looking forward to seeing</u> <u>this project get under way. It</u> <u>will provide a much-needed</u> <u>reprieve in a badly</u> <u>congested area. Thank you for</u> <u>providing</u></p> <div data-bbox="589 1413 857 1459" style="text-align: center;"></div> <p style="text-align: right; font-size: small;">For more comments use reverse side.</p> <p style="text-align: right;">an open house!!!</p>	CC-16


Comment Card No. 20	Response No.
<div data-bbox="256 300 1218 352" style="background-color: black; color: white; text-align: center; padding: 2px;">COMMENT CARD</div> <p>Name (Please Print) <u>KATHY DONLEY</u></p> <p>Address (Home) <u>961 Helene Ct.</u> city <u>Rohnert Park</u> state <u>CA</u> zip code <u>94928</u></p> <p>Authorized Representative (Name of organization or agency) _____</p> <p>Address (Business) _____ city _____ state _____ zip code _____</p> <p>Comments: <u>Why not publicize actual road as Golf Course & Wilfred Ave. interchange? I back up to Golf Course Drive & no notice of public hearings ever received. Why?</u></p> <p><u>101 is being done piece meal & just causing</u>  <small>For more comments use reverse side.</small></p> <p><u>congestion at bottle neck. Why not extend to all cars, not just carpool- ever notice how the traffic flows so much better when all 3 lanes are available?</u></p> <p><u>What are the alternatives to the plans & why isn't the Environmental Impact Study being done to show the casino traffic if this is inevitable? It's a farce to ignore it at this point. What about CEQA guidelines being followed?</u></p> <p><u>Please respond in writing.</u></p> <p><u>Thank you. Kathy Donley</u></p>	<p>CC-20-1</p> <p>CC-20-2</p> <p>CC-20-3</p>

Comment Card 21	Response No.
<div data-bbox="215 247 1174 300" style="background-color: black; color: white; text-align: center; padding: 2px;">COMMENT CARD</div> <p>Name (Please Print) <u>Elizabeth M. Black</u></p> <p>Address (Home) <u>6074 Dawn Dr.</u> city <u>Rohnert Park</u> state <u>Ca</u> zip code <u>94928</u></p> <p>Authorized Representative (Name of organization or agency) _____</p> <p>Address (Business) _____ city _____ state _____ zip code _____</p> <p>Comments: <u>I Live in D section, either way I go, down the Expressway or Golf Course, It takes me 15 minutes to get on the Freeway. Can't there be an alternative way near Santa Rosa, why our city? Our homes will be adversely affected. The home is our retirement. It will lower our property's value, to have a main thoroughfare</u></p> <div data-bbox="552 787 828 861" style="text-align: center;">  </div> <p style="font-size: small; text-align: right;">For more comments see reverse side.</p>	
<div data-bbox="280 955 1174 1518" style="background-color: #cccccc; padding: 10px;"> <p><u>Can thru our neighborhood. Please consider some other place for this main road connecting Petaluma Hill Rd & the 101, or the Casino. Thank you for having this comment period. It is important to allow us to comment.</u></p> </div>	CC-21-1

Comment Card No. 22	Response No.
 <p>please respond to this in writing and please send minutes concerning this comment.</p> <p>Linda M. Joy</p>	

Comment Card 23	Response No.
<p>COMMENT CARD</p> <p>Name (Please Print) <u>KAREN NISHIHARA</u></p> <p>Address (Home) <u>399 ENTERPRISE DR</u> <u>RP</u> state <u>CA</u> zip code <u>94928</u></p> <p>Authorized Representative (Name of organization or agency) _____</p> <p>Address (Business) _____ city _____ state _____ zip code _____</p> <p>Comments: <u>A Meeting would have been better than an open house. A current map would have been helpful. Traffic thru town is unacceptable.</u></p> <p><u>We're not happy with the current plan -</u></p>	CC-23

Comment Card No. 24	Response No.
<p>COMMENT CARD</p> <p>Name (Please Print) <u>John F. Hudson</u></p> <p>Address (Home) <u>399 Bonnie Ave</u> city <u>Belmont Park</u> state <u>Ca</u> zip code <u>94928</u></p> <p>Authorized Representative (Name of organization or agency) _____</p> <p>Address (Business) _____ city _____ state _____ zip code _____</p> <p>Comments: <u>The plan to widen Wilfred Avenue to Stony Point Road is an appropriation of public funds to facilitate a casino that this community is opposed to. Sonoma County residents should be allowed to</u></p> <p><u>control access to the casino site over what are now county roads</u></p>	CC-24

Comment Card 25	Response No.
<div data-bbox="248 520 1182 569" style="background-color: black; color: white; text-align: center; padding: 2px;">COMMENT CARD</div> <p>Name (Please Print) <u>LINDA SHANE</u></p> <p>Address (Home) <u>180 FIRETHORN DRIVE</u> city <u>ROHNERT PARK</u> state <u>CA</u> zip code <u>94926</u></p> <p>Authorized Representative (Name of organization or agency) _____</p> <p>Address (Business) _____ city _____ state _____ zip code _____</p> <p>Comments: <u>I live off of Golf Course Drive & I am</u> <u>concerned about the marked increase in expected</u> <u>traffic, especially if the casino is built. I</u> <u>do not want the ^{freeway} exchange as presented for</u> <u>Wilfred Avenue. we would like to see other</u> <u>ideas for</u>  <u>ways to get from one side of freeway to the other</u> <u>I am not satisfied with the</u> <u>proposed plan for Rohnert Park !!</u></p> <p style="text-align: right; font-size: small;">For more comments use reverse side.</p>	<p>CC-25</p>

Comment Card 26

Response
No.

COMMENT CARD

Name (Please Print) Joanne Bead
Address (Home) 5388 Laurel Dr. city Rohnert Park state CA zip code 94928
Authorized Representative (Name of organization or agency) homeowner

Address (Business) _____ city _____ state _____ zip code _____

Comments: Please → no Wilfred exit connected to Golf Course Drive. 1000's of people on G. Course Drive oppose interruption for dozen people living on Wilfred. We do not want traffic, pollution, buses, exit. You must not include our safety-home values for casino.

Give us other maps for the new interchange. And please use current, up to date maps of R.P.

We are unhappy with
Your Plan !!
7

CC-26

On August 5, 2004, Caltrans held an open house/map display meeting at the Sonoma County Library in Rohnert Park. The following is the official transcription report that contains oral comments taken during the meeting period:

Public Meeting Transcription Report

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CALTRANS PUBLIC HEARING AND OPEN HOUSE

REGARDING U.S. HIGHWAY 101

Thursday, August 5, 2004

5:00 p.m.

Held at:
SONOMA COUNTY PUBLIC LIBRARY
6250 Lynn Conde Way
Rohnert Park, California

ORIGINAL

ATKINSON-BAKER, INC.
COURT REPORTERS
180 Montgomery Street, Suite 800
San Francisco, California 94104
(415) 288-9000

REPORTED BY: KIMBERLY ELWELL

FILE NO. 9E067FC

Transcription Report, page 2

I N D E X

<u>Statement by:</u>	<u>Page</u>
Al Adragna, 1212 Hailey Court, Rohnert Park	3
Judith Carico, 654 Hudis Street, Rohnert Park	4
Jane Ginni, 5700 Daniel Drive, Rohnert Park	5
Lynn Conde, 5732 Dexter Circle, Rohnert Park	5
Evelyn and Roy Schneckloth, 6365 San Benito Drive, Rohnert Park	7
Eunice Edgington, 990 Echo Court, Rohnert Park	7
Diana Smith, 929 Helene Court, Rohnert Park	8
Linda M. Long, 944 Helene Court, Rohnert Park	9
Daniel Smith, 929 Helene Court, Rohnert Park	10
Neil Way, P.O. Box 3013, Rohnert Park	11
Unidentified Female, resident of Rohnert Park	15

--oOo--

Public Transcription Report, Page 4	Response No.
<div data-bbox="337 317 1138 1713"> <p>1 I say, it gets noisy as it is, but when you have semis 2 and stuff running through there 24 hours a day, it's not 3 good. Okay. Thank you. My name is Al Adragna. I live 4 at 1212 Hailey Court, Rohnert Park.</p> <p>5</p> <p>6 All right. I, of course, haven't read this 7 report and I want to have that sent to me, the 8 environmental report. Anyway, I am against this. This 9 town wasn't incorporated to be a big city, obviously, 10 because the infrastructure isn't there to support it, 11 and to try to have this freeway go through, I don't know 12 how many thousands of cars per day or week you are going 13 to have, but it is going to be a horrible impact on the 14 environment. It's going to be a horrible impact on the 15 air quality. If they have to widen that street, what 16 else are they going to have to do to support all of 17 this? I am just really against this.</p> <p>18 Of course, I live not far. I have to use Golf 19 Course to get to and from my home and I can -- right 20 now, there are times when I have to sit and wait at the 21 stop light for five minutes before it changes so I can 22 just get to the grocery store and then if I am coming -- 23 where am I -- if I going east, I have five stop lights. 24 If I have to wait for 20,000 cars to get to my house, I 25 am going to sue somebody. I am going to be furious and</p> </div> <div data-bbox="1117 1724 1130 1745">4</div>	<p>TR-4 (cont'd)</p> <p>TR-5</p> <p>TR-6</p>

Public Transcription Report, Page 5	Response No.
<div data-bbox="381 254 1177 1562" data-label="Text"> <p>1 I guess you don't want other comments about water use 2 and that sort of thing. I am sure you don't. But 3 whatever is going on with our Council in regards to this 4 town being a residential town, the change is fascinating 5 and it needs to be stopped. Judith Carico, 654 Hadis 6 Street, Rohnert Park.</p> <p>7</p> <p>8 My name is Jane Ginni. I live at 5700 Daniel 9 Street here in Rohnert Park. I don't represent any 10 organization. It's my home. My comment is the concern 11 that we didn't get an opportunity to see other plans, 12 other suggested plans before the finalization of this 13 one for the Wilfred underpass or overpass. I think they 14 call it an underpass. We do not want Golf Course to be 15 directly fed into Wilfred because we have a large 16 community that lives on Golf Course and they will be 17 impacted, schools will be impacted, housing communities, 18 swimming pools with the amount of traffic if Wilfred is 19 straight through to Golf Course and we would rather have 20 another alternative. I would rather have another 21 alternative. Thank you.</p> <p>22</p> <p>23 I am Lynn Conde, 5732 Dexter Circle, and that's 24 in Rohnert Park, California. I would like this project 25 to be delayed because when this project was first</p> </div> <div data-bbox="1136 1572 1159 1596" data-label="Page-Footer">5</div>	<div data-bbox="1250 371 1375 445" data-label="Text"> <p>TR-6 (cont'd)</p> </div> <div data-bbox="1243 886 1326 919" data-label="Text"> <p>TR-7</p> </div>

Public Transcription Report, Page 6	Response No.
<div data-bbox="332 306 1128 1612"> <p>1 proposed, we did not have this casino and the casino is</p> <p>2 unfortunately trying to move forward without an</p> <p>3 Environmental Impact Study. Furthermore, the land, if</p> <p>4 it's taken into trust, will be a sovereign nation. So</p> <p>5 we will have another country on the border of Rohnert</p> <p>6 Park and the citizens may wish to regulate the roads.</p> <p>7 It's planned that there will be in excess of 20,000</p> <p>8 additional cars every day and alcohol will be served.</p> <p>9 So the 502s -- all of our doctors have written in</p> <p>10 saying, hey, we can't handle that many alcohol-related</p> <p>11 traffic problems, and we took the binder to the Governor</p> <p>12 and he does have it.</p> <p>13 So this project, which I know has been in the</p> <p>14 planning for several years, we now wish to delay it</p> <p>15 until the casino is either moved to another site or</p> <p>16 approved because we need to regulate -- we, the citizens</p> <p>17 of Rohnert Park, California, U.S.A., need to regulate</p> <p>18 the roads going into and out of a foreign country that</p> <p>19 do not have our regulations. You see what I am saying?</p> <p>20 They can have any laws that they want and we know that</p> <p>21 they are planning to have events that are huge.</p> <p>22 So what we would like, the Rohnert Park residents</p> <p>23 -- I am one. I live here in Rohnert Park. I would like</p> <p>24 the project to just halt, to stop right now and not move</p> <p>25 another inch forward until this project is decided one</p> </div> <div data-bbox="1104 1623 1120 1644">6</div>	<p>TR-8</p> <p>TR-9</p>

Public Transcription Report, Page 7	Response No.
<p>1 way or the other.</p> <p>2</p> <p>3 Evelyn and Roy, too, Schneckloth and we live in</p> <p>4 Rohnert Park at 6365 San Benito Drive. We think that</p> <p>5 they should have another public meeting on this, maybe</p> <p>6 more than one public meeting, because this is very</p> <p>7 serious and we would like to say stop it now until they</p> <p>8 know what is happening with the casino at the end of</p> <p>9 Wilfred.</p> <p>10 I think 101 widening is okay, we do, but not to</p> <p>11 make Golf Course so large that would it be eight or so</p> <p>12 many lanes extra, more lanes than it is now because of</p> <p>13 the noise. For one thing, people will use that as a</p> <p>14 cut-off to Petaluma Hill Road and it would be like a</p> <p>15 racetrack and the neighbors are going to have more</p> <p>16 pollution, more noise and I can't see where this -- I</p> <p>17 don't know if this goes on here, but I can't see where</p> <p>18 the City of Rohnert Park is supposed to get the money to</p> <p>19 finish the widening of it. They say they don't have any</p> <p>20 money and I think the City of Rohnert Park, the City</p> <p>21 Council should have more meetings on this, too. That's</p> <p>22 it. Short and sweet.</p> <p>23</p> <p>24 I am Eunice Edgington, 990 Echo Court, Rohnert</p> <p>25 Park. I think that Caltrans is pushing this through</p>	<p>TR-10</p> <p>TR-11</p>

Public Transcription Report, Page 7

Response
No.

1 because of what's going on in the background with the
2 corrupt city government. The majority on the Council
3 have been pushing this through and now they are sort of
4 getting nervous because there is a Recall Election on
5 August 24th and then we hope to replace two more council
6 members at the November election. Their four years will
7 be up, but we did this recall because the people we are
8 recalling now have two more years to serve and they had
9 backroom deals with land owners around here, Jimmy
10 Rogers being one of them, on real estate deals across
11 the freeway and other parts of the city and they are
12 going to split the city. The project, what you are
13 doing, will connect with another road, Golf Course Drive
14 going straight to Petaluma Hill Road, and it will be
15 easy for the casino buses to come down Golf Course
16 straight to the casino.

17 So there needs to be an another study done by
18 Caltrans to take into consideration the casino. I think
19 in that document that you have here for people to see,
20 the word "casino" is mentioned once, and I will give you
21 a copy of the map. It seems that Carl Leivo didn't send
22 this to you. Put the project at a stop right now.

23
24 I came to complain. Diana Smith, 929 Helene
25 Court, Rohnert Park. My concern with the project is

TR-12

Public Transcription Report, Page 8	Response No.
<p>1 that the City has asked Caltrans to connect Golf Course 2 to Wilfred Avenue to make it a straight shot. Right 3 now, Golf Course Avenue -- Golf Course Drive is a 4 residential street. There are houses that face the 5 street. There is a school on the street, and my concern 6 is that they really haven't evaluated the full impact of 7 the project and that it will turn this street that has a 8 35-miles-an-hour speed limit into more of a thoroughfare 9 freeway situation.</p> <p>10 Our City Council and our City Manager have really 11 not fully shared the fact that they asked Caltrans to 12 put this through and the community -- many of the people 13 in the community are feeling that this issue is -- this 14 particular project is sort of being shoved down our 15 throat and that neither the Council nor the State nor 16 Caltrans is listening to us, and we feel -- I feel very 17 strongly that they need to go back and reevaluate the 18 full impact of the project on the community and the 19 neighborhoods in Rohnert Park. Please send me a 20 response in writing.</p> <p>21 22 Linda M. Long and I live at 944 Helene Court. My 23 concerns are because I back up to Golf Course Drive 24 which will be impacted by casino traffic and I think the 25 interchange design needs to be changed because it</p> <p style="text-align: right;">9</p>	<p>TR-13</p> <p>TR-14</p>

Public Transcription Report, Page 9

Response
No.

1 creates a corridor that would go from the casino to the
2 Golf Course Drive and down Golf Course Drive and they
3 would be using Petaluma Hill Road. So, you know, it
4 would be using that thoroughfare, so to speak, and also,
5 the proposed casino needs to be considered in the ISEA
6 as a probable future project that has an incremental
7 effect that is cumulative and considerable. This is the
8 criteria in CEQA guidelines even in the project is
9 outside the control of the Agency. I am concerned about
10 the pollution, about diesel fuel pollution in our
11 neighborhood pools and our park pools and also traffic
12 noise, vibration from the traffic, the trash caused by
13 casino traffic, and that's about it, and I would like a
14 response in writing.

TR-15

15
16 Daniel Smith, 929 Helene Court. I am concerned
17 about the increased traffic, particularly through
18 residential neighborhoods. I am concerned that there is
19 no alternative looked at, for instance, for on-ramps.
20 Northbound could be moved north of Wilfred Avenue, north
21 of Golf Course Drive, at least northbound -- yeah.
22 There's only one northbound ramp, and I would sure like
23 to see alternative designs. It doesn't look like
24 there's enough parking. If we put a train station
25 there, there's nowhere near enough parking for that and

TR-16

Public Transcription Report, Page 10	Response No.
<div data-bbox="358 289 1166 1724" style="border: 1px solid black; padding: 10px;"> <p>1 I think we ought to see what other options we can come 2 up with to deal with the problem with the interchange -- 3 with the Wilfred interchange to go on to the freeway but 4 not have maybe as much as impact elsewhere. I would 5 like a written response, please.</p> <p>6</p> <p>7 Neil Way, P.O. Box 3013, Rohnert Park. As a 8 long-time resident of Rohnert Park since 1979, I am 9 concerned about the traffic, pollution and lack of local 10 planning for solutions that would make it easier to 11 enjoy the commute in and out of this county. 12 Specifically, I have a few thoughts to share for 13 consideration by Caltrans people.</p> <p>14 Number 1, the HOV lanes currently operate earlier 15 than the ones in Marin County and later than the ones in 16 Marin County. I'd be curious as to why, who sets the 17 times, and the rules of operation.</p> <p>18 Number 2, I am concerned about the metering 19 lights on the on-ramps in Rohnert Park to Highway 101 20 going north. Are they going to be turned on? When are 21 they going to be turned on? What hours would they 22 operate, and how will they be -- what hours would they 23 operate?</p> <p>24 Number 3 would be, currently, if one travels up 25 Golf Course Drive, turns left on to Commerce and turns</p> </div>	<p>TR-17</p> <p>TR-18</p>

Public Transcription Report, Page 12	Response No.
<p>1 available, the usage for our various city and county 2 streets for intelligent decisions. I think many people 3 commute to and from San Francisco and Windsor area for 4 work. They are forced to have one person in the car 5 because they are on the job at various hours. So what 6 happens is they are penalized on the freeway for not 7 having two or more people in their vehicles. I think 8 that should be addressed.</p> <p>9 Last but not least, of probably 100 to 150 people 10 that I have spoken to, e-mailed or communicated to in 11 the last four or five days, along with my wife, who have 12 resided in Rohnert Park for a long time were unaware of 13 this meeting and would like to be made aware of future 14 meetings impacting our quality of life in this area. I 15 understand that this meeting was publicized on 16 August 1st and July 28th via a small display ad in the 17 <u>Santa Rosa Press Democrat</u>, but it needs to be 18 published -- publicized to the residents, all residents 19 of Rohnert Park. If an intelligent decision to traffic 20 concerns needs to be offered by Caltrans and our 21 affiliated government agencies, I would suggest 22 publication of similar advertising in <u>The Voice</u>, which 23 is a weekly free distribution publication, and also, the 24 other paid circulation paper of Rohnert Park, <u>The San</u> 25 <u>Francisco Chronicle</u>.</p>	<p>))))) TR-21))))</p> <p>TR-22</p>

Public Transcription Report, Page 13

Response
No.

1 Thank you for your consideration. Continued
2 success on your efforts.

3 Also, no one knew what to expect to tonight as to
4 was there a formal presentation or was there a hearing,
5 which we thought it was, but people need to be aware of
6 the formality or format or form of future meetings;
7 maybe an agenda as to who from Caltrans and other
8 government agencies are attending and if they are
9 presenting information with expectations of receiving
10 feedback afterwards.

11 One of the changes that's occurred in the last
12 couple of years trafficwise is commuters from 101
13 heading northbound through Petaluma going to Santa Rosa
14 they are not going north anymore on 101. They are
15 taking the Petaluma Hill Road turn-off through Penngrrove
16 and jamming up the roads. You are seeing homes for sale
17 in that area along that road and they are speeding. I
18 have seen personally several accidents and it's been a
19 major thoroughfare rather than the freeway. The same is
20 true in the morning when people are going to work. They
21 are racing down Petaluma Hill Road. It's a shortcut.
22 So that needs to be addressed. You don't typically see
23 any law enforcement agencies on the trip from Petaluma
24 through Penngrrove up until Santa Rosa out with radar
25 watching that area. If they were, they would be make

TR-22
(cont'd)

TR-23

Public Transcription Report, Page 14

Response
No.

1 more than their quotas and getting people to slow down
2 and be responsible.

3 Several years ago, the extension of Roberts Lake
4 Road to Golf Course Drive, which most people in Rohnert
5 Park were unaware of, has increased traffic to and from
6 Santa Rosa and Rohnert Park and has increased transient
7 foot traffic onto Golf Course Drive on a daily basis.
8 All one has to do in the morning or evening is to drive
9 along Golf Course Drive and see between Country Club and
10 Roberts Lake Road transients walking on the sidewalks
11 which are surround by trees. The concerns here have
12 been and will continue to be the safety of the citizens,
13 the taxpayers of Rohnert Park.

14
15 UNIDENTIFIED FEMALE: There was a homeless man.
16 Last year, there was a death somewhere in that area, in
17 the lake area; a friendly, well-known transient
18 gentleman was brutally murdered in the property
19 surrounding the Roberts Lake area.

20 We were disappointed because we came to a public
21 hearing tonight and we thought we would hear somebody
22 speak and we didn't hear that, and I don't think I would
23 want to come to a public hearing again if nobody is
24 going to talk and you can just come. That's all.

25 --oOo--

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That the foregoing hearing was reported by me in shorthand, and thereafter transcribed by means of computer-aided transcription; that the foregoing is a true and correct transcript of my shorthand notes so taken.

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Kimberly Elwell
Kimberly Elwell, Shorthand Reporter

RESPONSES TO COMMENTS RECEIVED

Specific comments are identified by a Letter Number- Item Number format that corresponds to Caltrans' responses in the subsequent section.

RESPONSES TO WRITTEN COMMENTS

NO.	RESPONSES
1-1	We understand your concerns regarding the potential traffic impacts on Wilfred Avenue and Golf Course Drive from the proposed casino. Please refer to Section 1.2 of Volume II for a detailed response.
1-2	Caltrans has disclosed a list of projects in the vicinity as part of its cumulative impact analysis. The list of projects includes the casino as well as other projects outside the agency's control. We have included all reasonably available information on the potential environmental impacts of the NIGC proposal in our analysis. See also Volume II, Section 1.2 Comments on Cumulative Impacts, and Section 1.3 Opportunities for Public Comment.
1-3	Caltrans presented preliminary plans of the Wilfred Avenue Interchange Project to the Rohnert Park City Council on 11/12/03 and requested the city to choose the build alternative for Caltrans to study in the environmental document. The basic difference between the alternatives was that one contained a collector-distributor road in the southwestern quadrant of the project, and this is the alternative that the City Council chose. Prior to this Caltrans applied the Value Analysis process to the project to review approximately five alternatives. All alternatives included the punch through feature. This review process was conducted internally to eliminate alternatives that would not be feasible based upon cost or construction constraints. Project alternatives were reduced to the two that were presented to the City Council on 11/12/03.
1-4	We recognize your comments are directed toward the proposed NIGC casino and we will share your comments with the Rohnert Park City Council. Please refer to Section 2.6 of the IS/EA.
1-5	The IS/EA states that we expect highway and intersection operations to improve with the Wilfred Avenue Interchange Project, and so the project would not degrade air quality. In addition, the scope of the project does not include Golf Course Drive beyond the Roberts Lake Road intersection, west of the park and neighborhood pools. See also Figures 1-5A, 1-5B, and the project description of the IS/EA. See also Response 1-4 of this section.
1-6	Caltrans has modeled the worst case scenario for the land uses closest to the freeway. For the most sensitive noise receptors, the IS/EA states on page 46 that, "The Build Alternative is estimated to increase noise levels by approximately one to two dBA Leq(h). Noise increases less than 3 dBA Leq(h) are not perceivable. Caltrans noise study limits are within its right of way and do factor in local roads (usually frontage roads) whenever practical as well as mainline (U.S. 101). In this case, the "crossing" traffic noise sources (such as Wilfred and Rohnert Park expressway) were modeled as part of the overall noise study, but still are not substantial, as compared to 101 mainline noise sources. Any noise sources generated outside of Caltrans right of way as a result of the casino or any other private development are considered localized impacts, which the City or project sponsors should address in their environmental studies.
1-7	We recognize your comments are directed toward the proposed NIGC casino and we will share your comments with the Rohnert Park City Council.
1-8	Your concerns toward pedestrian mobility are noted; however, the impacts you describe are not probable outcomes of the Wilfred Avenue Interchange Project based upon the limited scope and purpose and need of the project. See Figure ____ of this document.

1-9	The content of our response is in 1-6.
2-1	Please refer to Response No. 1-1.
2-2	Your comments regarding cumulative impacts are noted. Please refer to Response No. 1-2. Caltrans will also share your comments with the Rohnert Park City Council.
2-3	Same as response 2-2.
2-4	Same as response 2-2.
2-5	Comment noted.
2-6	Please refer to Section 1.1 of this volume for a detailed response regarding the punch through feature of this project.
2-7	Same as response 2-6.
2-8	The project name, The Wilfred Avenue Interchange Project, is its identifier in the Regional Transportation Plan and other planning documents and needs to stay consistent with these plans.
2-9	Caltrans does not have authority over local street names.
2-10	As required by CEQA and NEPA, the IS/EA and Open House/Map Display meeting were advertised in the local newspaper, the Press Democrat, on July 25 and August 1, 2004. A copy of the advertisement and the IS/EA were available for public viewing throughout the public comment period at the City of Rohnert Park Planning Office, the local public library, and Caltrans' Public Affairs Office.
2-11	Same as response 2-6.
2-12	Same as response 1-2.
2-13	Your comment and opinion regarding the Build Alternative are noted. Caltrans will forward your comments to the city of Rohnert Park.
2-14	Your comment and opinion are noted. Please refer to Figures 1-5A and 1-5B and the project description of the scope of this project.
2-15	Your comment and opinions regarding the CEQA level of this document and environmental impacts are noted. Caltrans disagrees with this assessment based upon results of technical studies discussed in the IS/EA. Also, please refer to Figures 1-5A and 1-5B and the project description for the scope of this project.
2-16	There will be trees taken out for the HOV widening, the interchange, and the street widening on Golf Course Drive west of the at-grade railroad intersection. The widened portions will be tapered to conform to the existing local streets at the new Wilfred Avenue/Golf Course Drive/Commerce Boulevard Intersection. See also Section 1.2 of this volume regarding comments on the cumulative impact assessment. Regarding your comments on visual impacts, as stated in Section 2.5, our studies show that no new sources of light would result from the project.

2-17	Please refer to Response No. 1-4.
2-18	Please refer to Response No. 1-4.
2-19	According to Ron Bendorff, City of Rohnert Park Senior Planner, the City does not have a tree removal ordinance. Caltrans visual assessment identified many trees within the project area which are stressed, stunted, and in poor condition. Caltrans will share the replanting plan with the City of Rohnert Park. The Wilfred Avenue Interchange Project will not entail working in any waterways or community conservation areas.
2-20	Caltrans recognize your comments are directed toward the NIGC casino. Caltrans will share your comments with the city of Rohnert Park.
2-21	As described in the Emergency Preparedness section in the city of Rohnert Park General Plan EIR, (pages 4-161 to 4-163), the Wilfred Avenue Interchange Project would not conflict with the city's plans in any way.
2-22	As noted in the water quality section of the IS/EA, use of bioswales, erosion control landscaping to exposed areas, use of fiber rolls and other appropriate measures will ensure that the project would not significantly increase pollutant loading to receiving waters.
2-23	Caltrans recognizes your comments are directed toward the NIGC casino. Caltrans will share your comments with the city of Rohnert Park.
2-24	Please refer to Section 1.1 of this volume for a detailed response regarding the punch through feature of this project.
2-25	Your comments regarding potential noise impacts are noted. Please refer to Response No. 1-6. Caltrans will also share your comments with the City of Rohnert Park.
2-26	Please refer to response 2-21.
2-27	Your comments regarding impacts to local pool water are noted. Caltrans respectfully disagrees. Please refer to Response No. 1-5.
2-28	Caltrans' highway and intersection studies indicate that operations will improve with the Wilfred Avenue Interchange Project. Please refer to Section 2.4.3 of the IS/EA. Your comments regarding traffic impacts from the proposed casino will be forwarded to the city of Rohnert Park.
2-29	We recognize your comments are directed toward the proposed NIGC casino, and your comments will be forwarded to the City of Rohnert Park.
2-30	Same as response 2-21
2-31	The widening on Roberts Lake Road may remove some street parking capacity, however the expansion of the park and ride lot will replace any potential loss (refer to Figure 2-1).
2-32	Page 44 of the IS/EA outlines the steps that would be taken if hazardous waste materials are encountered during project construction. These steps comply with local, state, and federal laws.
2-33	Your comment and opinion regarding the impacts of the project to the quality of the environment are noted. Caltrans respectfully disagrees with this opinion based upon results of the numerous

	studies discussed in the IS/EA.
2-34	Caltrans will forward your comments regarding cumulative impacts from the proposed casino to the city of Rohnert Park.
2-35	Your comment and opinion are noted. Please refer to 2-33.
2-36	Caltrans recognizes that your comments are directed toward the proposed NIGC Casino. Please refer to Section 1.1 of this volume for a detailed response regarding the punch through feature of this project. Caltrans will forward your comments regarding traffic from the proposed casino to the city of Rohnert Park.
2-37	<p>Although, the Rohnert Park Community Library is a branch of the Sonoma County Library, and the Sonoma County Library is what is displayed on the website and letterhead, the address of the meeting location was also clearly stated on the meeting announcement. Caltrans sent the announcement and the IS/EA to the library asking them to post the information and make the document available to the public. A similar request was sent to the City of Rohnert Park Planning Department. Caltrans exceeded its obligation under CEQA by advertising the public meeting in the Press Democrat Newspaper on July 25 and August 1, 2004. The ad was also posted in the Sonoma County Clerk's Office. Caltrans held an Open House and Map Display style meeting in Rohnert Park on August 5, 2004. Caltrans has one standard heading in its announcement that reads "Public Hearing/Map Display/Open House, and directional signs also stated public hearing. Consequently, some were expecting a public hearing format to the meeting. Although there was no formal presentation there were enlarged aerial displays and diagrams showing existing conditions and what the alternative would look like after construction. Several Caltrans project personnel were there representing Public Affairs, Environmental Planning, Biology, Design, Highway Operations, Air Quality, Noise and Vibration, Aesthetics, and Project Management to answer questions. Comment cards were available for people to fill out, and a court reporter was there to take comments.</p> <p>There were no incidents of people getting lost or being confused about the venue or location.</p> <p>The local community benefitted from the display's earlier availability. The meeting did not end early and all attendees left prior to the end of the event.</p> <p>The Caltrans representative was merely stating a fact that the purpose of the meeting is to community input on the Wilfred Avenue Interchange Project as part the long-term planning process prior to project approval.</p>
2-38	Your comment regarding the name of the project is noted. Please refer to Response 2-8.
2-39	There is no mention of the Wilfred Avenue Interchange Project at the 5/25/04 Rohnert Park City Council meeting. However, at the 7/13/04 meeting, one citizen asked questions regarding the Interchange Project and requested that the project plans be shared with Rohnert Park citizens. Refer also to Response 1-3.
2-40	Please refer to response 1-3.

2-41	Same as response 2-37.
2-42	Additional traffic operational studies were done since the IS/EA to ensure that the new design of local streets would not cause a significant traffic impact. Please refer to Section 2.4.3 of the IS/EA.
2-43	A TTY number was provided on the first page of the IS/EA where the document could be requested in braille or alternative formats. Caltrans received a breath of comments on a wide range of topics, indicating that the opportunity for public comment has not been curtailed or limited. All comments were accepted within the 30-day comment period.
2-45	Please refer to Response 2-8.
2-46	Please refer to Section 1.1 of this volume for a detailed response regarding the punch through feature of this project.
2-47	Same as response 2-46.
2-48	Caltrans recognizes that your comments regarding traffic are directed toward the proposed NIGC casino. Please refer to Section 1.1 of this volume for a detailed response regarding the punch through feature of this project. Caltrans will forward your comments regarding traffic from the proposed casino to the city of Rohnert Park.
2-49	Same as response 2-48.
2-50	Same as response 2-48.
2-51	Refer to Response 1-3. Caltrans will forward your comments regarding casino-related traffic to the city of Rohnert Park.
2-52	According to a letter from City of Rohnert Park dated April 28, 2005, it is still considered a viable feature of this project
2-53	Proposed Action is a neutral term that is acceptable under NEPA and CEQA.
2-54	Please refer to Response 1-1.
2-55	There is already a multi-use path extending underneath the freeway along Commerce Boulevard that bicyclists currently use. The bicycle lane along the street shoulder through the punch through would replace that path. Your advisory opinion will be passed onto the city of Rohnert Park. Please refer Response No. 1-1.
2-56	Please refer to Response 1-3.
2-57	Please see Exhibits 1-4A, 1-4B, 1-5A, and 1-5B of this report and the IS/EA, which show the project footprint. These exhibits clearly show that the project does not extend beyond the railroad intersection. Refer also to Section 1.3 and 1.3.2 of this document for the project description and changes since release of the IS/EA.
2-58	Same as Response 2-57.

2-59	Caltrans disagrees. The results of all technical studies regarding the project indicate that there would be no significant impacts related to the Wilfred Avenue Interchange Project.
2-60	Caltrans recognizes your comments are directed toward the proposed NIGC casino and will share your concerns with the City of Rohnert Park. The Wilfred Avenue Interchange Project is included in local and regional planning documents and in agreement with all the policies outlined in those planning documents. Please refer to Section 1.1 and 1.2 of this volume for a detailed response regarding comments on cumulative impacts and the scope of this project.
2-61	Same as response 2-60.
2-62	Same as response 2-60.
2-63	Your opinion regarding project impacts is noted. Caltrans respectfully disagrees based upon numerous technical studies discussed in the Wilfred Avenue Interchange Project IS/EA. Refer also to response 1-3.
2-64	Same as response 2-60.
2-65	Please refer to Section 1.1 and 1.2 of this volume for a detailed response.
2-66	Same as response 2-60.
2-67	Caltrans recognizes that your comments are directed toward the proposed NIGC Casino. Please refer to Section 1.1 of this volume for a detailed response regarding the punch through feature of this project. Caltrans will forward your comments regarding traffic from the proposed casino to the city of Rohnert Park.
3-1	Caltrans has included all reasonably available information on the potential impacts of the proposed NIGC casino. Please refer to Figures 1.5A and 1.5B, and the project description of the IS/EA for the scope of this project. Refer also to Section 1.1 of this volume regarding the scope of this project.
3-2	Caltrans agrees that the public would benefit from the alleviation of congestion that the Wilfred Avenue Interchange Project and the planned Route 101 widening for HOV that the project includes.
4-1	Same as response 3-1.
4-2	Your comment and opinion are noted.
5-1	Please refer to Section 1.1 of this volume regarding the punch through feature of this project.
5-2	Caltrans recognizes that your comments are directed toward the proposed NIGC Casino. Caltrans will forward your comments regarding traffic to the city of Rohnert Park.
5-3	Please refer to Response No. 1-5.
5-4	Please refer to Response No. 1-10.

5-5	Please refer to Response No. 2-30. Caltrans will forward comments to the city of Rohnert Park.
5-6	Please refer to Response No. 1-4.
5-7	Your comment and opinion are noted. Please refer to Appendix B of the IS/EA for the cumulative impacts assessment and Section 1.2 of this volume for comments on cumulative impacts.
6-1	Caltrans recognizes that your comments are directed toward the proposed NIGC Casino. The Wilfred Avenue Interchange Project is included in local and regional planning documents and in agreement with all the policies outlined in those planning documents. Caltrans will forward your comments to the city of Rohnert Park.
6-2	Same as response 6-1.
7-1	Please refer to the Section 2.6 for a discussion of air quality and Section 2.11 of the IS/EA for discussion of Noise/Vibration of the Wilfred Avenue Interchange Project. Caltrans also recognizes that your comments are directed toward the proposed NIGC Casino. Your comments regarding trash and safety have been noted and will be forwarded to the city of Rohnert Park.
8-1	Same as response 6-1. Caltrans will share your comments regarding casino-related traffic to the city of Rohnert Park.
8-2	Your comments regarding additional designs are noted. Please refer to Response No. 1-4.
8-3	Your comments are noted. Caltrans respectfully disagrees that the Wilfred Avenue Interchange Project will impact schools as these are several blocks east of the project limits. Please refer to response 2-43.
8-4	Your comments regarding impacts to local pool water are noted. Caltrans respectfully disagrees. Please refer to Response No. 1-5.
8-5	Caltrans recognizes that your comments regarding truck traffic are directed toward the proposed NIGC Casino, and we will share your concerns with the city of Rohnert Park.
8-6	Your comments regarding cumulative impacts are noted. Please refer to Section 1.1 of this volume regarding comments on cumulative impacts.
8-7	Comments on maps and presentation are noted.
9-1	Your comments regarding increased traffic are noted. Additional operational studies were done since the IS/EA to ensure that the new design of local streets would not cause a significant traffic impact. Caltrans also recognizes that your comments regarding truck traffic are directed toward the proposed NIGC Casino, and we will share your concerns with the city of Rohnert Park. Please refer to Section 1.1 of this volume regarding the punch through feature of this project.
9-2	Your comments regarding cumulative impacts are noted. Please refer to Section 1.2 for a detailed response.

9-3	Your comment regarding project alternatives is addressed in Response 1-3.
9-4	Your comments regarding air quality are noted. Please refer to the Section 2.6 of the IS/EA for a discussion of air quality.
9-5	Your comments regarding noise are noted. Please refer to the Response No. 1-9 of this volume and section 2.11, Noise and Vibration, of the IS/EA.
9-6	Your comments regarding truck traffic are noted. Caltrans recognizes that your comments regarding traffic are directed toward the proposed NIGC Casino, and we will share your concerns with the city of Rohnert Park.
10-1	Same as response 9-1.
10-2	Same as response 9-2.
10-3	Same as response 9-3.
10-4	Same as response 9-6
10-5	Same as response 9-4.
10-6	Same as response 9-5
11-1	Your comment against the project is noted.
11-2	Your disagreement with the results of our studies discussed in the IS/EA is noted.
11-3	Caltrans has given serious consideration to all the aspects of the project. Please refer to Section 2.9 for a discussion of Hazardous Waste/Materials.
12-1	Your comments regarding traffic and air quality are noted. Caltrans respectfully disagrees that the Wilfred Avenue Interchange Project will impact schools and pools that are east of the project limits. Please refer to Response No. 1-5. See also sections 2.6 Air Quality and 2.12 Water Quality of the IS/EA for a discussion of these topics relating to the Wilfred Avenue Interchange Project.
12-2	Your comments regarding noise and vibration, aesthetics, traffic and pollution are noted. Caltrans has addressed these topics in the IS/EA. Please see sections 2.11 Noise and Vibration, 2.4.3 Traffic, 2.5 Aesthetics, and 2.9 Hazardous Materials. Caltrans studies do not indicate that the Wilfred Avenue Interchange Project will result in the negative consequences you express.
12-3	Caltrans recognizes your comments are directed toward the proposed NIGC casino. Caltrans will your forward comments to the city of Rohnert Park.
13-1	There are benefits in the form of time savings due to the Route 101 HOV widening, and there are benefits in the form of improving access to and from the Route 101 on-/off-ramps.
13-2	Please see section 1.2 Purpose and Need of the IS/EA.

13-3	There is no interdependency between the proposed NIGC casino and the Wilfred Avenue Interchange Project; they are separate actions.
13-4	Same as response 13-2.
13-5	Caltrans recognizes your comments regarding the punch through are directed toward the proposed NIGC casino. Caltrans will forward your comments to the city of Rohnert Park.
14-1	The Metropolitan Transportation Commission and the Federal Highway Administration require that Caltrans consider HOV lanes as an alternative whenever capacity is added to existing metropolitan freeways. HOV lanes are selected only after a detailed analysis, which considers capacity, safety, and environmental issues.
14-2	Caltrans regularly monitors the effectiveness of all HOV lanes from the time they are constructed. Our last monitoring data indicates that HOVL utilization in the Bay Area has increased significantly. This increase is due in part by expansion of HOV program which now provide more HOV facilities to more congested areas. Also, increase in time savings is another reason for higher HOV utilization. It is true that current HOV utilization on Route 101 in Sonoma County is not that high at the moment; however, that is expected to increase as more segments of the carpool lanes are completed. Currently, HOV usage on Route 101 in Sonoma County is between 600 to 700 vehicles per hour in the commute peak hours, and the time savings range between 1 to 5 minutes per vehicle in the peak hours. With completion of the next segments, HOV time savings are expected to increase and as a result of added capacity, congestion for non-HOV lanes are expected to improve as well.
14-3	Caltrans acknowledges that HOV lanes are not able to serve the needs of every motorist. We recognize that some people, due to the nature of their work, trip length between work and home and other factors, may be unable to carpool. Nonetheless, it is Caltrans' intention to make available to as many commuters as possible the benefits provided by HOV lanes.
15-1	Same as response 13-2.
15-2	Same as 2-37. Also see Section 1.3 Opportunity for Public Comment.
15-3	Your comments regarding additional alternatives to the project are noted. Please refer to Response No. 1-4.
16-1	Your comment in support of HOV lanes within the project area is noted.
16-2	Caltrans has been working with the Golden Gate Bridge and Highway District. Since the release of the IS/EA, Caltrans has determined that the northbound bus pad is not feasible because the grade from the proposed bus pad location to Route 101 overcrossing would be too steep for both buses and automobiles. Caltrans will continue working with your agency to explore opportunities for the bus pad locations after the Wilfred Avenue Interchange Project during the design phase of the Wilfred Avenue Interchange Project.
16-3	Comment noted.

17-1	Within the Wilfred Avenue Interchange Project study area there are two waterways, Hinebaugh Creek and the Wilfred Channel. Other creeks such as Copeland Creek, that were mentioned in your comments are not within the scope of this project and are not discussed in the documents associated with this project.
17-2	<p>The Wilfred Channel is approximately 120 meters (393 feet) north of the project limits. No construction will take place in or over this channel. Normal Best Management Practices will be used to prevent any activities associated with the construction from impacting the channel. In the Environmental Assessment, the project boundary does go over the Wilfred Channel culvert. This boundary is set up to be a study area does not necessarily indicate that everything within the study boundary will be impacted.</p> <p>On the southern end of the project Hinebaugh Creek passes under Route 101 in a 4 barrel box culvert approximately 15 meters across (50 feet) the creek and 90 meters wide (295 feet) under the highway. Figure 2 shows where road construction will occur on top of the box culverts and that there will be no construction activities beyond the inside railing of the structure. Normal Best Management Practices will be used to prevent construction activities from impacting the channel.</p>
17-3	The reason fish issues are not discussed in detail in the environmental documents associated with the Wilfred Avenue Interchange Project is because there will be no impacts to either Wilfred Channel or Hinebaugh Creek as a result of the project.
18-1	The correction has been made. See revised Section 1.4.
18-2	Your observations are correct. Note however that the scope of the project has now been downscoped and the tire store and restaurant will not be impacted by the project. Please refer to updated relocation information in Section 2.3.3.
18-3	Table B-1 has been corrected accordingly.
18-4	Please refer to Response 18-2.
18-5	Your observations are correct that since the preparation of our visual impact assessment, trees on the east side of the highway were removed as part of the Rohnert Park Expressway Interchange Project. While this fact does change the existing conditions within the limits of the Wilfred Avenue Interchange Project, it does not increase the potential for adverse visual impacts with the Wilfred Avenue Interchange Project.
18-6	Approximately 25% of all the redwood trees within the project limits appear stressed, stunted and in poor condition. While the others appear in good condition, the redwood trees that would be removed as part of this project are not unique or distinctive such that they could be considered a Scenic Resource. As stated in the report, the trees will be replaced at a ratio of 1:1. In addition, the types of trees that will be replanted will be more suitable for the habitat that exists within the project limits. As stated in the IS/EA in Section 2.5, the project would not have a substantial adverse effect on scenic vistas or substantially damage scenic resources or substantially degrade the existing visual character or quality of the project area.
18-7	Please refer to earlier response 18-5.

18-8	Guardrails were installed in the Wilfred to 12 HOV Widening project to protect certain clusters of redwood trees. This occurred where there was no widening to the outside of Route 101. However, in the case of the Wilfred Avenue Interchange Project, widening will occur on the outside in order to create the new auxiliary lane, which would leave many trees too close to the roadway. Caltrans will review its proposed replanting plan with the city of Rohnert Park as it has with previous projects, such as the Wilfred to 12 Project.
18-9	This correction has been made.
18-10	Please refer to earlier response 18.5.
18-11	Corrections to Table B-1 and E-1 have been made per your suggestion.
18-12	Same as 18-11.
19-1	Caltrans shares the Public Utility Commission's public safety concerns should double tracking of the railroad be approved in the future. Therefore, Caltrans has redesigned the project to avoid the Roberts Lake/Golf Course/Railroad intersection. Caltrans has retained the extension of Golf Course Drive under Route 101 in the design. Likewise, operational studies indicate that widening Golf Course Drive on the east side of Route 101 up to Roberts Lake Road is necessary to maintain LOS on local streets that connect to the on-/off-ramps.
19-2	Caltrans will be incorporating pre-emption measures, and we will continue considering the other improvements that you mention in your letter. We will be working with your office to prepare for the Commission approval process.
RESPONSES TO COMMENT CARDS SUBMITTED AT PUBLIC MEETING HELD AUGUST 5, 2004	
CC-1	Comment noted. The Wilfred Avenue Interchange Project will widen Golf Course only up to Roberts Lake Boulevard. The map display of the project footprint at the meeting clearly showed this. Please refer to Figures 1-5A and 1-5B of the IS/EA.
CC-2	Because there is an immediate need for our project, we cannot delay our project delivery. In accordance with the requirements of CEQA and NEPA, we are working with the City and the casino developers to include the most up to date information reasonably available in our cumulative impact analysis.
CC-3	Same as Response CC-2.1
CC-4	Your comments regarding the punch through are noted. Caltrans disagrees that linking Golf Course Drive and Wilfred Avenue would be detrimental. Please refer to Section 1.1 of this volume for a detailed explanation. Your comments regarding air pollution, noise, aesthetics, and traffic are noted. Caltrans has addressed these topics in the IS/EA. Please see sections 2.11 Noise and Vibration, 2.4.3 Traffic, 2.5 Aesthetics, and 2.9 Hazardous Materials. Caltrans studies do not indicate that the Wilfred Avenue Interchange Project will result in the negative consequences you express.
CC-5	Your positive comments regarding the project are noted.

CC-6	Your positive comments regarding the project are noted.
CC-7	Your comment seems to reflect the preferred routing plan that the City is proposing for future (possible) casino traffic, but this does not negate the need for the Wilfred Avenue Interchange Project to alleviate existing conditions. Caltrans believes this project to be a good use of public funds.
CC-8	Please refer to response CC-2.1
CC-9-1	Please refer to response CC-2.1
CC-9-2	Caltrans disagrees that the project would cause a physical division in the community. There would be no land use changes resulting from the project. The project is also in conformity with the city of Rohnert Park's General Plan.
CC-10	Please refer to the section 1.2 Comments on Cumulative Impact Assessment. Your comments regarding casino-related traffic will be forwarded to the city of Rohnert Park.
CC-11	Other proposed projects in the vicinity do not negate the need for the Wilfred Avenue Interchange Project to alleviate existing conditions. Caltrans believes this project to be a good use of public funds.
CC-12	Please refer to CC-11.1.
CC-13	The Wilfred Avenue Interchange Project has been part of a long-term planning process. Caltrans is going forward to approve the Wilfred Avenue Interchange Project because there would be public benefits with or without other approved developments.
CC-14	Your comment regarding Caltrans' proposed traffic improvements is noted.
CC-15	Please refer to Section 1.1 of this volume for a detailed response regarding the punch through feature of this project.
CC-16	Your positive comments regarding the project are noted.
CC-17-1	This project has been openly discussed at numerous local city council and SCTA meetings in addition to Caltrans open house/map display meeting on August 5, 2004. Please refer to Section 1.3 Opportunities for Public Comment of this volume. Although the project has undergone some minor changes over the years, the punch through has always been part of the project.
CC-17-2	Caltrans has studied and address all of the potential impacts of this project and these are presented in the IS/EA.
CC-18-1	Other projects in the vicinity do not negate the need for the Wilfred Avenue Interchange Project to alleviate existing conditions. Caltrans believes this project to be a good use of public funds.
CC-18-2	Access to Millbrae Avenue from Route 101 or local streets requires crossing over the railroad tracks, which you will be able to do from Wilfred Avenue in Rohnert Park.

CC-18-3	Please see response CC-17.1
CC-19-1	The project name, The Wilfred Avenue Interchange Project, is its identifier in the Regional Transportation Plan and other planning documents and needs to stay consistent with these plans.
CC-19-2	Please refer to response 14-1, which addresses your questions about mixed flow vs. HOV lanes.
CC-19-3	Because there is an immediate need for our project, we cannot delay our project delivery. In accordance with the requirements of CEQA and NEPA, we are working with the City and the casino developers to include the most up to date information reasonably available in our cumulative impact analysis.
CC-20	The collector-distributor road in the northwest portion of the project area would serve as the Route 101 southbound onramp. However the northbound on ramp will stay at Wilfred Avenue/Golf Course Drive.
CC-21	Please see Section 1.1 of this volume for a discussion of the cumulative impacts assessment.
CC-22	Your comments regarding the public meeting and against the Wilfred Avenue Interchange Project are noted.
CC-23	Your comment linking the NIGC casino to Caltrans Wilfred Avenue Interchange Project is incorrect. There is no interdependency between the proposed NIGC casino and the Wilfred Avenue Interchange Project; they are separate actions.
CC-24	Your comments against the Wilfred Avenue Interchange Project are noted. We recognize your comments regarding traffic are directed toward the proposed NIGC casino project and we will share your comments with the City of Rohnert Park.
CC-25	Please refer to CC-24.

**RESPONSES TO TRANSCRIBED COMMENTS SUBMITTED TO COURT REPORTER
AT THE PUBLIC MEETING HELD AUGUST 5, 2004**

TR-1	Please refer to Section 1.1 of this volume, which addresses your comments regarding the punch through feature of the Wilfred Avenue Interchange Project. We recognize your comments are directed toward the proposed NIGC casino, and we will forward your comments to the City of Rohnert Park.
TR-2	Same as response TR-1.
TR-3	We apologize for any confusion about the nature of the project; however, as Caltrans project personnel on-hand at the meeting may have informed you, this project is to modify the existing Wilfred Avenue Interchange and add an HOV lane to Route 101. It is not to create an expressway.
TR-4	Please refer to response 1-6 regarding your concerns about noise.
TR-5	The Wilfred Avenue Interchange Project will not induce growth and does not propose increases in infrastructure or city services.
TR-6	Same as response TR-5.

TR-7	Please refer to Figures 1-5A & 1-5B and the project description in the IS/EA, which shows the project does not extend beyond the Roberts Lake Road/RR intersection. Please also see response 1-3.
TR-8	We recognize your comments are directed toward the proposed NIGC casino. Caltrans has included all reasonably available information on the casino and will comment on potential impacts to Route 101 as information becomes available. Please refer to Section 1.3 of this volume for a detailed response.
TR-9	Because there is an immediate need for our project, we cannot delay our project delivery. But we will pass on your comments to the City of Rohnert Park regarding your concerns about the proposed NIGC casino.
TR-10	Please refer to Section 1.3, Opportunity for Public Comments, which summarizes numerous Rohnert Park City Council meetings where this project has been discussed. Caltrans is working with the city and the casino sponsors to include the most up-to-date information.
TR-11	Please refer to TR-1 as your comments relate to the punch through feature of the project.
TR-12	Please refer to Section 1.2 of this volume, Comments on Cumulative Impacts Assessment, for a detailed response to your comments on the scope of Caltrans studies.
TR-13	Please refer to response CC-17-2 and Section 1.1 of this volume regarding the punch-through feature of the project.
TR-14	Same as response TR-13. Your comment regarding alternative designs is addressed in response 1-3.
TR-15	Same as response TR-12 and TR-13. Refer also to response 12-2.
TR-16	Moving the on-ramp north is not technically feasible due to steep grade and close proximity of the Santa Rosa Avenue off-ramp. The Wilfred Avenue Interchange Project will maintain parking capacity. Parking conditions for the railroad will be addressed by the Sonoma-Marín Area Rail Transit.
TR-17	HOV hours are determined by a committee consisting of the Metropolitan Transportation Commission, California Highway Patrol, Caltrans and in some cases the county Congestion Management Agency. The reason for differences in HOV hours has to do with congestion periods. We generally try to have HOV hours that cover congestion periods, and that can vary from location to location. For example northbound 101 in Marin County is only congested in the evening so HOV hours are only in the evening. Congestion occurs in both directions during both AM and PM peak periods on Route 101 in the Santa Rosa area, so the HOV hours cover both those periods.
TR-18	Ramp metering hardware is currently limited in Marin and Sonoma Counties. In Sonoma County, the only ramps wired for metering are south of Route 12 on 101 for approximately five miles. However, all of the project proposals including this project all include installing ramp metering. Ramp metering is more effective on a corridor-wide basis versus spot operations. In Marin County, the Ignacio Boulevard ramps have partial equipment installed. Further down the road as projects get constructed and ramp metering is installed, the District may decide to fill in the gaps to complete the corridor. This is, in part dependent upon funding. Caltrans District 4 prefers to

	obtain input from the affected cities and counties before making a decision whether to turn them on or not. Ramp metering hours of operation correspond to HOV hours.
TR-19	Not stopping at a red light is a local enforcement issue. Ramp metering itself has been shown to be an effective means of streamlining traffic toward reducing congestion and reducing accidents. The hook-ramps that you are referring to cannot be redesigned due to limited right of way; however, the ramps will be brought up to standard as part of this project.
TR-20	See Response 1-2 and Section 1.3 of this volume which gives a summary of some ongoing discussions with the City of Rohnert Park.
TR-21	Please refer to responses 14-1, 14-2, and 14-3.
TR-22	The content of our response is in response 2-37.
TR-23	Section 2.4.3 concerning traffic in the IS./EA states that both mixed flow and HOV would experience a six minute time savings during the PM peak by 2010. These time savings would increase to 16.2 minutes for mixed flow by 2030. This will alleviate traffic on Petaluma Hill Road.
TR-24	The content of our response is in response 2-37.